

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

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BALTIMORE, APRIL 18, 1907.

SAN FRANCISCO.

One year ago today the earthquake disaster at San Francisco shocked the world. Today the world rejoices with San Francisco in its wonderful advance toward complete recovery, giving splendid demonstration of American energy and courage.

MESSAGES FROM FRIENDS.

In a letter to the MANUFACTURERS' RECORD Congressman Joseph E. Ransdell of Louisiana, president of the National Rivers and Harbors Congress, writes:

I note with pleasure the comprehensive work that the MANUFACTURERS' RECORD is attempting to carry out with regard to river and harbor improvements, and must compliment you heartily upon it. If we had a dozen such journals as the MANUFACTURERS' RECORD working for our great cause of improved internal waterways the fight would be won in the near future. If I can find the time, I will be glad to write a brief article for you, but do not count upon it, for I am very busy with a number of important matters, and fear that I will be unable to prepare anything soon.

Mr. C. A. Doose of C. A. Doose & Co., real estate, etc., Ballinger, Texas, writes:

I have read with no little degree of pleasure, pride and profit your article on "The Empire of Texas," and desire, with your permission, to have this article printed in leaflet form to be broadcasted all over the country, feeling assured that it will do our State a great deal of practical good. The MANUFACTURERS' RECORD is doing a splendid work for Texas, and its articles on our Commonwealth is incalculable. We voice the sentiment of everyone interested in Texas that the MANUFACTURERS' RECORD is doing more to bring

our State before the capitalist, investor and homeseeker in the East than any 20 industrial journals published throughout the country. Long life and prosperity to the MANUFACTURERS' RECORD!

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 82, 83 and 84.

FOR POSTAL REFORMERS.

About the most novel suggestion made to the so-called Conference for Education in the South last week came from that well-known Southern educator, Capt. Richmond Pearson Hobson, to the effect, as he is reported, that the much-abused congressional custom of circulating, under the franking privilege, through the mails speeches that never have been delivered, might be adapted to the burdening the mails for the circulation under congressional frank of "such sentiments as the leaders of the educational movement in the South should prepare," the suggestion adding that "it might be necessary for the Congressman to deliver a line or two of the address and secure permission to have it printed in the Congressional Record." It is probable that this suggestion will be merrimacked, as it were. To begin with, it is somewhat aged. It was protruded tentatively according to the most approved Ogdenitch methods at a conference three years ago. Sensible comment caused its withdrawal. Since then the burden upon the United States mail of abuses of the franking privilege has become a decidedly live question with real postal reformers. It is, therefore, likely that this attempt to involve the National Government in the effort to galvanize into seeming life the so-called Conference for Education in the South, whose purpose had been served, barring appeals to the Southern farmers, when the General Education Board of New York received its accretion of \$32,000,000, will fail.

SPINNERS AND GROWERS.

It is exceedingly gratifying to know that there is a prospect of a repetition next fall upon an expanded scale of last year's conference of cotton manufacturers and cotton growers, to be followed by a trip of the spinners through the cotton-growing States. It will be recalled that the suggestion of such a conference was made by the MANUFACTURERS' RECORD in the late summer of 1904, and that the suggestion was received with the greatest enthusiasm by representative men and interests in the South and by leading men in England. Because of a misunderstanding in England of the attitude of the organizations of cotton manufacturers in this country the suggestion was not adopted at the time. But it now seems that, having been put into effect last May and having been so fruitful of valuable knowledge, it will be essayed again, and it is hoped with even more wide-reaching results.

CORN AND COTTON.

Mr. Carl Runge, 204 Grand avenue, Milwaukee, Wis., one of the owners of the patent for a corn-harvesting machine, writes to the MANUFACTURERS' RECORD as follows:

It is a corn picking and husking machine, drawn by three horses. It picks one row of corn at a time, taking the corn from the stalks, husking it and delivering the husked ears into a box on a wagon driven along the side. It does not cut the stalk, but leaves it standing in the field. We can pick and husk with one machine 10 acres a day. The machine was tried here last fall and successfully picked and husked three acres of corn. We are having some of the machines built, will distribute them in the six principal corn States and demonstrate their practicability.

If such demonstration is made an impetus should be given to the perfecting upon a commercial basis of some cotton-harvesting machine, of which a number of types have already been given a comparatively limited trial. The mechanical harvester is the one machine for which what may be regarded as the greatest crop in the world has long been waiting. Its appearance would mean a release from the cotton field of thousands of laborers into other lines of industry, a saving of an annual waste averaging 100,000 bales or more due to inability to gather the crop, an immense saving in the cost of getting the crop to market, and, therefore, possibly bring the grower greater net returns without increasing the price for the consumer. Such a machine, it is believed, would tend to reduce to the minimum the perennial opportunity of city farmers to gamble in the staple at the expense of the real growers of cotton. May the day of the cotton harvester be hastened!

PLAIN TRUTHS ABOUT RAILROADS.

In last week's MANUFACTURERS' RECORD there were two letters which are well worth consideration and careful study just now. One letter dealt with the remarkable advance which has taken place on the Gulf coast of Texas through the building within the last year or so of the Gulf Coast Line. The building of that road has been followed to a marvelous degree by activity in settlement and in the development of trucking and fruit-growing.

Giving a tangible illustration of what the building of that line has meant to that section, our correspondent figures out that the enhancement in value in the farm property tributary to the road, coming wholly as a result of its construction, has been \$52,000,000. Here is an increase in the value of property—and all the increase inures to the landowners—greater than the total cost of the road itself. The same strong presentation could be made of any section through which a new railroad is built. In the construction of a railroad the property-owners tributary to the line reap larger profit, an "unearned increment" as it has been called, than the builders of the railroad. The construction of such a line is absolutely a creator of new values to an extent far be-

yond all the profit that the builders of a road can by any possibility make out of its construction. And yet the land-owners whose properties are thus so greatly enhanced, who would regard as rank injustice a suggestion that they were not entitled to this advance and that their property must not be held at any higher value than before the road was built through it, are being taught by agitators, high and low, that the builders and owners of railroads must not reap any profit out of the development of a country or the increment which of necessity goes on with the expansion of population and business. This is one of the most curious contradictions of these curious modern times. The property-owner welcomes the projection of a new line through his property and rejoices in the great increase in its value which its construction always produces. But when it comes to looking at the other side of the shield, he cannot see any justice in possible profits to the railroad builder. The latter must do his work wholly out of a broad spirit of philanthropy, and woe betide him if it be thought that in building a railroad at the risk of his own money and that of hundreds of others a profit of more than a meager 4 per cent. or 5 per cent. is made. Unfortunately, in a great many cases the original investors in railroads have made no profits. There are but few lines in the country which have not in times past had to go through some form of reorganization by which the original owners have lost much of their investment. This is not always true, and some railroad promoters and builders have made great fortunes, but they have created greater fortunes for others than they have individually accumulated. It is, of course, a very mild way of putting it to say that the construction of the railroads of this country has added to the value of the property tributary to them a far greater amount than the total cost of all the roads which we have ever built.

And now we have come upon a new period in which there is much unrest. In the creation of such a vast industry as that of the railroads of the country it was but natural that there should be mistakes of omission and commission, and that there should have been sins of the most flagrant kind. But not all railroads nor all railroad people have been guilty. Railroad development from the beginning up to the present time, as compared with the rottenness of political methods of recent years, with such scandals as that of the building of Pennsylvania's Capitol and other species of graft which have permeated so large a part of business life, especially that which has touched governmental or political work, should stand out as marvelously clean and honest. It has not been wholly clean or honest, but it has been so as compared with many other lines of material affairs. The sins in railroad construction and management, if greater in mag-

nitude, have certainly not been greater in degree than the sin of the merchant who wrongfully classifies his freight in order, by cheating, to secure a lower rate than the sin of the man who wilfully avoids paying a street-car fare when he can do so without being caught, nor than that of the farmer who packs his crate of fruit with the best on the outside and the inferior on the inside for the express purpose of deceiving and securing a higher price than he is entitled to. And so, after studying the situation, let us get down to bedrock. Let us recognize that there are other sinners, on the farm and in the factory, in the shop, among the traveling public and elsewhere, who have to the extent of their opportunity been equally as guilty of wrongdoing as some of the railroads. As the majority of merchants give a correct classification of their freight, as the majority of farmers ship honestly-packed fruits, as the great majority of people are at heart honest and faithful in their work, so the great majority of railroads and railroad people have been doing the very best in their power honestly to meet the conditions of the times without graft or fraud, and the time that we have now come upon is one which demands that these facts should be considered. We have reached a point where the wild denunciation of all corporations, the ceaseless attacks on railroads and the general condition of hysterics must give way to sanity of thought and action, if we would have soundness in business and political life.

The suggestion in the other letter to which we have referred is from Mr. George T. Parker of Kelford, N. C., who says:

I do not know anything about the amount of profits that there is in railroad property, nor do I know whether or not the officers are being overpaid, but it is surely a matter of fact that the people who patronize the railroads must decide, and that very soon, between better transportation facilities and cheaper rates, if indications are true. That decision will be: "Give us better, prompter and safer transportation, even if we have to pay a little more."

Mr. Parker has unquestionably stated an important truth, one which must be recognized, and that very promptly. Very few, if any, are being hurt by freight or passenger rates being unduly high, but a good many millions are being injured by the inability of railroads to promptly handle the freight offered them and to carry with the full assurance of safety the thousands who, traveling from day to day, are living somewhat in terror because of the many accidents which have happened of recent months. Under present conditions it is almost, if not quite, impossible for the railroads to secure the money needed to overcome these difficulties. To accomplish this it would require the expenditure of some billions of dollars. We talk about the National Government having appropriated at the last session of Congress \$85,000,000 for two years' work in river and harbor improvements, or an average of a little over \$40,000,000 a year, as though it were a great thing. Such a sum, counted as though it were a vast amount for the National Government to expend on our great river system, is a bagatelle compared with what individual railroads have been spending of recent years and must continue to expend. Some members were shocked at the bare suggestion, when it was first made a year or two ago, that the National Government should issue \$500,000,000 of bonds to carry on a great campaign of river and harbor work, and that, too, when the expendi-

ture would run over probably five or ten years. The railroads, however, need to expend ten times that amount within the next two or three years to catch up with business conditions. They are not responsible for the fact that the marvelous development of our country has grown more rapidly than it has been possible for them to foresee or to meet. They are not responsible for the fact that the car works and the locomotive plants of the entire country are not equal to providing the rolling stock needed for this condition. As a matter of fact, there is scarcely a railroad of any importance in the country that has not during the last five years strained to the utmost its ability to provide the money and the men with which to expand its facilities for handling traffic. We have come upon a new era, an era in which there are many conditions unlike anything in the past, and whatever may have been the mistakes or the sins of some of the railroads of the country, self-preservation of the people, not of the railroads alone, demands that we put aside enmity and criticism and unfavorable legislation, and in place of these things give the heartiest moral and financial encouragement to the railroad builders and officers. The conditions must be made so attractive that capital will pour into railroad expansion as never before. Instead of undertaking to force freight rates to lower figures, there must be a willingness on the part of the public to pay higher rates, provided the rates are equitably adjusted between all sections and all interests, with a view to enabling the roads to secure the rolling stock and the rails and the terminal facilities so pressingly needed to enable them to meet the demands of the business interests of the country. The man who today fights the railroads is fighting his own prosperity. The State which undertakes by unwise legislation to cripple or hamper its railroads is the worst enemy of its own people. The management of railroads has been undergoing a great change for the better for some years, and co-operation, not condemnation, should now be given by the people of the whole country. The time has come to get down on a new solid basis in the union of the people and the railroads looking to an increase in railroad facilities beyond anything that could have been imagined five years ago would be needed within the next 20 years. If this is not brought about, the people—the farmers, the merchants, the manufacturers, the day laborers and the mechanics—will alike suffer, and equally as much as the railroads.

The freight congestion is deplorable; delays in deliveries are costly and in some cases almost ruinous to business men, but the same delays are equally as ruinous to the railroads. The only hope for betterment is such a change in public sentiment as will result in a vast expansion of railroad facilities.

NEW SECURITIES IN THE SOUTH.

During the three months from January 1 to April 1 of this year the total amount of bond issues decided upon or sold in the Southern States, according to reports received by the MANUFACTURERS' RECORD, was \$15,631,918. This included some \$5,000,000 of refunding bonds, so that about \$10,500,000 of bonds are to be devoted to public improvements, or \$2,000,000 more than during the corresponding quarter of last year. Including Missouri, Oklahoma and Indian Territory, the total amount reported was \$21,787,657, but this addi-

tion included only a small amount of refunding bonds, not enough to much affect the total of such securities, so that the entire amount to be expended in the whole section is well up toward \$17,000,000. As compared with last year, the amount of refunding bonds among the issues of new securities is moderate, so that the proceeds of most of the bonds will be expended for various public works, such as water-works, sewers, electric lights, street paving, good roads, schools, courthouses, city halls, jails, drainage ditches, levees, etc., thus distributing large amounts of money, the circulation of which will be of extended advantage to the various communities in which these improvements are made.

During the first quarter of the year there were also reported through the columns of this paper a number of proposed bond issues and announcements that elections will be held for others, but in these calculations no account has been taken of any securities which have not been fully decided upon. Of the proposed issues it is practically asserted that nearly all of them will be approved by the people, and that the second quarter of the year will see a large addition to the bonded indebtedness of various Southern cities, counties and States for the public benefit. These improvements are an assurance that there will be a large demand for both labor and material throughout this section. The following table shows the amount decided upon in the different States:

Alabama	\$3,024,400
Arkansas	317,000
Florida	481,000
Georgia	842,000
Indian Territory	255,500
Kentucky	1,099,500
Louisiana	786,100
Maryland	1,002,000
Mississippi	860,000
Missouri	5,344,239
North Carolina	706,000
Oklahoma	556,000
South Carolina	381,000
Tennessee	1,726,500
Texas	1,453,918
Virginia	1,457,000
West Virginia	1,496,500
	\$21,787,657
I. T., Mo. and Okla.	6,155,739
The South	\$15,631,918

A detailed list of the new securities decided upon or sold is as follows:

Alabama.—Gadsden school 5s, sold, \$20,000; Selma water 5s, sold, \$150,000; Andalusia school 5s, \$15,000; Edwardsville, Cleburne county, courthouse warrants, sold, \$25,000; State refunding 4½s, sold, \$25,000; Prattville water \$30,000, sewer \$10,000, 5s \$40,000; Birmingham street 6s, \$12,000; Mobile (Mobile county) improvement 4s, sold, \$200,000; Mobile refunding 4½s, \$2,000,000; Montgomery paving, \$44,400; New Decatur school 5s, \$25,000; Montgomery refunding 4½s, \$468,000; total, \$3,024,400.

Arkansas.—Van Buren, sewer, sold, \$11,000; Fayetteville, sewer and water, \$175,000; Cotton Plant, school 6s, \$10,000; Arkadelphia, school, \$40,000; Little Rock, street 6s, \$30,000; Pine Bluff, sewer 6s, sold, \$13,000; Siloam Springs, school 6s, sold, \$25,000; Batesville, sewer 5½s, \$13,000; total, \$317,000.

Florida.—Deland, funding, \$7000; Fernandina, water, \$7000; West Palm Beach, street and sewer 5s, sold, \$7500; St. Petersburg, water \$29,000, street \$9000, school \$16,000, sewer \$3500, 6s \$57,500; Gainesville, electric light, \$50,000; De Funiau Springs, school \$10,000, water \$20,000 and sewer \$3000—\$33,000; Palatka, paving 5s, \$30,000; Plant City, water \$25,000, sewer \$5000, 6s \$30,000; Perry (Taylor county), 6s, \$54,000; Lake Butler, school 6s, \$5000; Live Oak, improvement 5s, \$200,000; total, \$481,000.

Georgia.—Ashburn, Turner county courthouse \$40,000, jail \$11,000, road \$19,000, 5s, sold, \$70,000; Clarksville,

street 5s, \$4000; Millen, Jenkins county courthouse and bridge 5s, sold, \$58,000; Newton, Baker county courthouse 5s, sold, \$30,000; Maysville, school 6s, \$3000; Cordele, water and sewer, sold, \$45,000; Vidalia, water \$14,000, electric light \$9000, 5s \$23,000; Adel, city hall and water 5s, \$25,000; Boston, water 5s \$12,000, electric light 5s \$10,500; Bremen, electric light 6s, \$10,000; Colquitt, water 5s, sold, \$6000; Covington, electric light \$15,000, school \$5000, 5s \$20,000; Toccoa, Stephens county courthouse \$40,000 and jail \$100,000, 5s, sold, \$50,000; Wrightsville, electric light 5s, sold, \$10,000; Decatur, water and sewer 5s, sold, \$44,000; Waynesboro, improvement, sold, \$60,000; Yatesville, school 6s, sold, \$4000; Clarksville, street improvement 5s, \$5000; Hawkinsville, municipal 5s, sold, \$15,000; Lagrange, paving \$25,000, school \$15,000—\$40,000; Sandersville, sewer, water and light, sold, \$30,000; Carrollton, street 5s, \$25,000; Douglas, water and light extension 5s, sold, \$12,500; Douglas, school 5s, sold, \$5000; Rossville, school and jail, \$10,000; Griffin, electric light, water and sewer, \$65,000; Madison, water and sewer 4½s, \$50,000; Americus, school \$25,000, street \$40,000—\$65,000; Arlington, water and light 5s, \$25,000; Hahira, school 6s, \$10,000; total, \$842,000.

Indian Territory.—Ada, water, sold, \$4500; Talihima, school 6s, sold, \$5000; Ardmore, improvement, sold, \$120,000; Porter, school 6s, sold, \$7500; Oaks, school, \$5500; Haskell, school, \$10,000; Purcell, school 5s, sold, \$20,000; Krebs, school 6s, \$75,000; Wynnewood, water 5s, sold, \$8000; total, \$255,500.

Kentucky.—Latonia, street 6s, sold, \$9500; Louisville, water refunding 4s, \$40,000, sold, \$1,000,000; Bowling Green, school and city hall 4s, \$45,000; Flemingsburg, city building 5s, \$5000; Winchester, sewer 4s, \$40,000; total, \$1,099,500.

Louisiana.—Shreveport, city hall \$75,000, park \$40,000—\$115,000; Saline, levee and drainage 5s, sold, \$100,000; Winnfield, water 5s, \$27,500; Alexandria, city hall 5s \$30,000, sewer 5s \$16,000, water 5s \$7000, electric light 5s \$2000—\$55,000; Port Allen (West Baton Rouge parish), drainage 5s, \$25,000; Torras (Point Coupee parish), drainage 5s, \$25,000; Winnfield (Franklin parish), school 5s, sold, \$18,000; Gross Tete (Iberville parish), Bayou Catfish drainage 5s, \$52,000; New Orleans, school salary 4s, \$200,000; Lafayette, school 5s, \$18,000; New Orleans (Orleans levee district), \$25,000; New Orleans (Bayou Terre aux Boeufs drainage), 8s, \$100,000; Marksville (Avoyelles parish), school, \$16,000; Rayville (Richland parish), school 5s, \$9000; total, \$786,100.

Maryland.—Baltimore, sewer 3½s, sold, \$1,000,000; Cambridge, Dorchester county, Cabin Creek bridge 4s, \$2000; total, \$1,002,000.

Mississippi.—Bay St. Louis, school 5s, sold, \$4000; Jackson, Mississippi State refunding 3½s, sold, \$220,000; McHenry, Harrison county courthouse, \$50,000; Liberty, Amite convict, sold, \$10,000; Adams county swamp reclamation 2½s, sold, \$13,500; Senatobia, electric light and water 5½s, sold, \$4000; Newton, water 5s, \$50,000; Macon, Noxubee county jail 4½s, sold, \$20,000; Greenville, refunding 5s, sold, \$47,500; Jones county courthouse 5s, sold, \$120,000; New Albany, Kings Creek Swamp Land 6s, sold, \$4500; Hattiesburg, school, bridge, sewer, water, paving, etc., \$170,000; Laurel, high school 5s, sold, \$15,000; Moss Point, school 6s, sold, \$10,000; Water Valley, school 5s, \$30,000; Houston (Chickasaw county), sold,

\$40,000; Raymond, water, sold, \$5000; Owyka, school 6s, \$10,000; Gulfport, school, \$18,000; Utica, water, \$6500; Mathiston, school 6s, 12,000; total, \$860,000.

Missouri.—Marshall, high school 4s, \$50,000; Bethany, light 4s, sold, \$6000; Clinton, Henry county, refunding 4½s, sold, \$95,000; Richmond, refunding 4½s, sold, \$28,000; Warrensburg, school 4s, \$6000; Rolla, water and sewer, sold, \$48,000; Independence, refunding 5s, \$10,000; Blue Springs, school 5s, \$6000; Flat River, school 5s, sold, \$6000; Gilliam, school 5s, sold, \$7000; New Madrid, drainage district No. 9, 6s, sold, \$180,000; Livingston county drainage district Nos. 4s, 6s, sold, \$10,720; Fornfelt, school 6s, sold, \$5100; Webster Groves, water 5s, sold, \$35,000; Kansas City, water 4½s, sold, \$52,375; Centralia, electric light 4½s, \$40,000; Centralia, electric light 4½s, \$15,000; Chillicothe, water and electric light 5s, sold, \$100,000; St. Joseph, school 4s, sold, \$300,000; Carthage, water, \$220,000; Huntsville, 5s, \$5000; Fredericktown, school 5s, \$25,000; Joplin, school 4s, \$50,000; Norborne (Sugar Tree Top drainage district), \$34,044; Sarcoxie, water 5s, sold, \$10,000; St. Louis, \$1,000,000 bridge, \$350,000 hospital, \$450,000 insane asylum, \$130,000 fire, \$700,000 police and health, \$250,000 bridges, \$250,000 boulevard, \$400,000 sewer, \$470,000 park—\$4,000,000; total, \$5,344,239.

North Carolina.—Lexington, street 5s, sold, \$40,000; Asheville, school, \$30,000; Shelby, water and sewer, \$115,000; Shelby, school, \$35,000; Charlotte, funding 4½s, \$175,000; Greensboro, school 5s, \$30,000; Greensboro (Guilford county), highway improvement, \$60,000; Trenton (Jones county), bridge 5s, \$10,000; Concord, municipal improvement 5s, sold, \$100,000; Laurinburg, funding and refunding water 6s, \$50,000; Rockingham (Richmond county), road 5s, sold, \$10,000; Beaufort (Carteret county), courthouse 5s, \$25,000; Lumberton, water 6s, \$20,000; Lumberton, electric light 6s, \$5000; total, \$705,000.

Oklahoma.—Pawhuska, school 6s, \$29,000; Shawnee, sewer, sold, \$165,000; Kenton, water, \$20,000; Stroud, water 6s, sold, \$10,000; Snyder, water, sold, \$30,000; Mangum, sewer 6s, sold, \$15,000; Lawton, water 5s, \$200,000; Lawton, sewer 5s, \$60,000; Pawhuska, city hall 6s, \$12,000; Woodward, city 6s, \$15,000; total, \$556,000.

South Carolina.—Florence, school 5s, \$35,000; Greenwood, Greenwood county, township, sold, \$80,000; Lake City improvement 6s, sold, \$15,000; Lake City school, sold, \$10,000; Allendale, school and improvement 6s, \$10,000; Anderson, street, \$75,000; Conway improvement 5s, \$30,000; Bishopville (Lee county) courthouse 4½s or 5s, \$40,000; Hartsville, water, sewer and light 5s, \$41,000; Simpsonville, school 6s, \$45,000; total, \$381,000.

Tennessee.—Dayton, school, \$12,500; Madison county road, \$200,000; Johnson City, sewer, \$10,000; Harriman refunding, \$10,000; Trimble, school 6s, sold, \$6000; Cleveland (Bradley county) road, \$25,000; St. Elmo (Chattanooga), school 5½s, \$18,000; Chattanooga refunding \$100,000, street \$250,000, sewer \$350,000, park \$50,000, city hall \$20,000, fire \$50,000—\$820,000; Clarkesville, high school 4s, \$25,000; Nashville, suburban street 4½s, sold, \$125,000; Nashville, Commerce street extension 4½s, \$150,000; Milan, school, \$15,000; Memphis, school 4s, \$150,000; Ripley, street 6s, \$10,000; Springfield, turnpike, \$150,000; total, \$1,726,500.

Texas.—Bluffdale, school 5s, sold,

MANUFACTURERS' RECORD.

SOLID BASIS OF AMERICA'S PROSPERITY.

Leaders of Broad Material Development Give Substantial Reasons for the Optimistic Outlook.

[Written for the Manufacturers' Record.]

The great leaders of America's industrial upbuilding, the real captains of industry, in special telegrams to the MANUFACTURERS' RECORD tell a story of optimism as to present business conditions and the outlook for the future which is stimulating and gives new courage to every business man throughout our broad land. Here and there is heard a note of warning against too much restrictive legislation against railroads especially and corporations in general; here and there is sounded a note of conservatism based on the increasing demands from labor. But, as a whole, the story which we publish today in the shape of special telegrams, aggregating over 15,000 words, from the greatest business concerns in America is one of broader optimism tinged by less pessimism than could have ever before in the history of our country been written of every section and every line of industry.

The conditions are fairly outlined by the Carnegie Steel Co., which can see nothing but continued business prosperity ahead. The various Westinghouse concerns, including the electrical, the machine and the air-brake interests, report that though the business of these companies was "larger during the year 1906 than at any previous period in their history, indications promise even better than a duplication of last year." Frank B. Gilbreth, whose great building operations extend over the entire country, voices the general sentiment of other contractors in saying: "No better indication of present conditions can be offered than the enormous volume of building operations under way and in prospect. The contracts we have in hand and opinions gathered through close contact with the leaders in manufacturing all over the country furnish indubitable proof that the croakings heard from time to time are but the wailings of the disgruntled and battered."

The Baldwin Locomotive Works say: "There is an abundance of work for everyone who wants to work, whether in city or country. The purchasing power of the people is unprecedented and furnishes ample activity in every line of commerce and industry. The high price of labor shows some tendency to produce a reaction, and this, together with the agitation for legislation hostile to railroads throughout the country, has led to a lull in the demand for new equipment and is giving manufacturers an opportunity to catch up with their orders. Excepting for these two causes, there is no conceivable cause for anxiety for the future."

The Jones & Laughlin Steel Co. wire: "We believe the present business condition entirely sound, and with average crops this year see no reason why the present prosperity should not continue with even increasing volume."

The Studebaker Bros. Manufacturing Co., representing the Central West, say: "As we view the situation, whoever at this time predicts clouds and thick darkness lacks faith in his country."

The Amburseen Hydraulic Construction Co. wires: "From the standpoint of proposed hydro-electric development the outlook may be described as phenomenal."

The Genuine Bangor Slate Co., wiring of the conditions in the Lehigh valley section of Pennsylvania, says: "Every quarry, mine, furnace and mill is being pushed to the limit of its capacity, their output being absorbed with the unfilled orders awaiting their turn for shipment. The savings banks show enormous increase in their deposits. Confidence in the honor, integrity, strength, character and productiveness of the people of the nation, regardless of the few who have fallen by the wayside, alone control the thoughts of our people."

The American System of Reinforcing for Concrete Construction say: "Prospects never better. Have plans in our office for at least one year's concrete construction work. We believe this building activity speaks for prosperity stronger than any other line, and our only worry is to be able to take care of the business now in sight."

The Fulton Foundry and Machine Works of Atlanta say: "Our shops are crowded with orders for heavy and profitable work, and the business activity in our special sphere is certainly as promising as anyone could wish." And the Solomon Norcross Company of the same city wires: "Business activity in industrial and municipal improvements without precedent in this territory, and the prospect for a continuance is assured."

The American Smelting & Refining Co. think that business has been increasing at such a record rate for some time past that a little let-up might be beneficial, but add: "We see no indications of any slackening in our line of business. So far as copper is concerned, the Italian Government is about to spend several millions of dollars in changing the motive power of all its railroads from steam to electricity. This move will unquestionably be followed by other railroad interests," while the Austin Manufacturing Co. of Chicago say: "We believe the cloud of distrust which threatened to burst on the business world a few weeks ago was unable to find a suitable bursting place and is rapidly evaporating."

The Nicholson File Co. and the American Screw Co. of Providence unite in a telegram and say: "Our prospects never appeared brighter. No apparent let-up in sight: unfilled orders largest in history."

The Whitehall Portland Cement Co. take a shy at pessimists and say: "Orders are larger than ever before, covering shipments for the year, exceedingly heavy, and if it were not for the pessimistic attitude of many calamity-howlers it would be utterly impossible for us to attempt to take care of our trade. The pessimist seems to be our only friend, who enables us to give any kind of prompt and satisfactory shipments on orders."

The Municipal Engineering & Contracting Co. of Chicago wire: "The outlook for State, country and municipality improvement considerably better this year than we have ever had in our business career of 20 years. Greater number of land reclamation schemes contemplated for the coming year. Have never had such a great and imperative demand for machinery used in building water, sewerage systems, irrigation, canal dredging, ditches and concrete work."

These are but a few extracts taken here and there out of a hundred or more telegrams covering seven pages of this week's issue of the MANUFACTURERS' RECORD. They fairly represent the abiding faith of the great business leaders who have so promptly responded to our request as to their views on the business outlook, not only in the continuation of the present wonderful prosperity, but of the future widening development of the industrial activities of every section. It is noticeable that quite

Judging by this record of the first quarter, it seems probable that when the year is out the South will have issued during 1907 at least about \$60,000,000 of new city, county or State bonds, of which more than \$50,000,000 will be for new public works

a number volunteered the statement that collections are exceptionally good, while others point to a steady growth of their foreign trade. It is safe to say that never before has any periodical in this country been able to present such a story representing every phase of industrial and financial life in which conservative and yet almost rampant optimism runs.

These telegrams show that the great business leaders of the country realize the solid foundation on which American progress is being built. They recognize that our chief danger is not in a lack of business, but in a lack of the machinery of transportation, and that the only danger on this point is that restrictive or hostile legislation may retard expansion of transportation facilities commensurate with the vastness of our business expansion. It should be borne in mind that for the first time in American history prosperity is uniform. It is found alike on the farms of the South and the West, in the transportation interests of the country, in the iron and steel and machinery branches of trade, and in the textile industry. Nowhere is there a weak spot. With an increase in the last six years of nearly \$8,000,000,000 in the value of the farm property of the country, a gain which in itself is equal to one-half of the entire capitalization of the American railroads and almost ten times as much as the aggregate national-bank capital of the country, we gain a conception of the pre-eminent financial solidity of the agricultural interests of the country.

With prosperity on the farm and in the factory, with labor in demand as never before and at higher rates of wages than known in the past, with railroads taxed beyond their ability to handle the traffic offering, with the furnaces and foundries and machine shops and factories of every kind pressed to the utmost limit of their productive ability to meet the demand upon them, surely there is justification for the statement that "whoever at this time predicts clouds and thick darkness lacks faith in his country," or that still more striking one that "the croakings heard from time to time are but the wailings of the disgruntled or battered."

Just one paragraph in closing, which may be taken as the common-sense view of a great business house which reports unusual activity, and to this adds: "Psychological laws prevail everywhere, and they say emphatically if you talk bad times you will get bad times." Without the spirit of optimism which rules the land it would be impossible to voice a feeling of optimism such as these foremost concerns in America's upbuilding have so strongly presented, and the spirit of optimism may well find expression at this time in the voice of the optimist being heard throughout the land.

One Company's Expectation of an Increase of \$15,000,000 in a Year's Business.

[Special Telegram to Manufacturers' Record.]

Pittsburg, Pa., April 15.

The business of the Westinghouse Companies, which was larger during the year 1906 than at any previous period in their history, gives very good indications of being even better than a duplication of last year. The Westinghouse Electric & Manufacturing Co.'s orders have not diminished since the first of the year; in fact, during one month, March, the volume of new work reached the banner record of over \$4,000,000. If this average is maintained, then the business of the electric company during the present year will be almost \$50,000,000, as against \$35,000,000 of last year. From the indications at hand there is every reason to believe that this will be accomplished.

In all departments of the electrical business the demand is as great as it was heretofore. In some, indeed, it is greater, especially in the demand for electrical mining machinery, particularly locomotives. Owing to the success of the Westinghouse single-phase railway system, which has been demonstrated in numerous instances, the railway department is another branch of the Westinghouse works which will be called upon to push its production to its utmost capacity. Similar reports have also been received from the other departments.

The Westinghouse Machine Co. is more than optimistic as to the outlook for this year. Its business prosperity during the last two years has been phenomenal. In 1906 it was twice as large as in 1905, and a considerable increase over last year's output is already assured for 1907. This is mainly due to the enormous demand for the Westinghouse steam turbine, for which new applications are found almost constantly. The Westinghouse Air Brake Co. and the Union Switch & Signal Co., which are manufacturers for the railroads exclusively, depend upon the railroads for their business prosperity, and as railroad construction appears to be approaching its height of activity the factories of these two companies are just now filled with orders, and both expect to do a larger business this year than they have done heretofore.

E. H. HEINRICH.

As Long as Steel Is Prosperous Other Branches of Trade will Be Also.

[Special to Manufacturers' Record.]

Pittsburg, Pa., April 15.

I cannot see in either the present actual condition or the prospects of the country anything but continued business prosperity. Underlying conditions are certainly sound. The amount of work necessitated by the increasing growth of municipalities, new uses for steel, the increasing requirements of the railroads, necessitating heavier equipment, as well as the use of steel in passenger, freight, mail and box cars; the demand for steel for reinforced-concrete construction, practically a new item, all indicate heavy demand for steel for years to come. While we may expect slight depressions, they will not be as serious as heretofore owing to the greater solidity the large corporations give to the business world. While this view refers particularly to steel, as steel is king and is allied with all other branches of business, so long as steel is prosperous other branches will be also.

Yours very truly,

H. P. BOPE,

First Vice-President Carnegie Steel Co.

Croakings Heard Now and Then But Wails of the Disgruntled and Battered.

[Special Telegram to Manufacturers' Record.]

New York, April 15.

No better indications of present conditions can be offered than the enormous volume of building operations under way and in prospect. The contracts we have in hand from coast to coast and opinions gathered through close contact with the leaders in manufacturing all over the country furnish indubitable proof that the croakings heard from time to time are but the wails of the disgruntled and battered. Building is a business that is a sensitive barometer. Judging by the foregoing, this year is going to be a record-breaker, and every indication points to next year as the banner year of

the period of prosperity which we have been enjoying. A forcible illustration of the extensive building operations under way is furnished by the Champion Fiber Co., for which we are building a paper-pulp manufacturing plant at Canton, N. C. This plant will consist of 32 buildings and will cover about 12 acres. It will furnish all the pulp required by the Champion Coated Paper Co. of Hamilton, Ohio, for which we are building mills on the great Miami river over a quarter of a mile long, which, when completed, will form the largest paper plant in the world. These two concerns are run by shrewd and able business men, and the manner in which they are extending their plants is sufficient illustration that the much-heralded slump is but a stuffed club after all.

FRANK B. GILBRETH.

No Time for Foolishness.

[Special Telegram to Manufacturers' Record.]

New York, April 15.

The business of the country and the country itself are all right, despite the efforts of the trust-busters, the big stick and crazy legislation afoot the various railroads. Business is booming and increasing; collections are prompt and close, and the outlook is fine for 1907. What need to borrow trouble beyond? The shakedown in Wall Street has lowered values somewhat, but steadied them as well, and the present retrenchment in railroad operations is only temporary and must give way to the demand for better and increased means of transportation.

Optimistically yours, GEORGE W. FULLER,
Manager A. S. Cameron Steam Pump Works.

May Be the Greatest Year in the History of Iron Trade.

[Special Telegram to Manufacturers' Record.]

Cincinnati, Ohio, April 15.

Pig-iron conditions, both from manufacturers' and sellers' standpoint, could hardly be improved. Furnaces are sold up for longer periods ahead at better average prices than at any time in their history. Consumption is proceeding at a rate hitherto unknown and in excess of production set; that there is a distinct shortage of pig-iron, and will be, we judge, during the balance of this year. There has been less speculative buying than there was last year, and iron bought is going directly into the melt. The condition of business and order books with consumers of pig-iron is the strongest argument for continuation of increasing melt during 1907. We believe that unless some absolutely unexpected catastrophe befalls this country 1907 will be the greatest in the history of the iron trade.

ROGERS, BROWN & Co.

No Promise of Extensive Railroad Improvements Not Already Financed if Extreme Legislation Be Enacted and Enforced Impairing Their Credit.

[Special Telegram to Manufacturers' Record.]

Birmingham, Ala., April 16.

Business conditions at large, particularly in the South in industrial and agricultural lines, are very satisfactory, barring chronic shortage of labor and insufficient transportation. Several furnaces in this district are out for repairs, which temporarily curtails production of iron. All other industrial plants are running to their full capacity. The agricultural outlook is very bright. Weather conditions have enabled farmers to make earlier preparations and earlier plantings than for several years, and we may look for the first bale of cotton this season to arrive very early. One of the most encouraging features for general good business is the excellent condition of the winter-wheat crop and good prospects for other large Western crops. Another encouragement is the reduction in interest rates, making needed capital more easily obtainable. The relations between employer and employee were never more harmonious. The outlook, therefore, for the remainder of the year is encouraging, and there is nothing to prevent continued prosperity except failure of crops or radical depressions in the money market. The stocks of iron in the furnace yards in this district are nigh exhausted, and the demand continues active at full prices both for immediate and future delivery. While wages and cost of material have advanced, yet present prices afford good profits on well-equipped furnaces. Transportation facilities are improving, with better supply of cars, but there is no promise of extensive improvements by railroad companies not already financed if extreme legislation is to be enacted and enforced, impairing their credit.

T. G. BUSH.

Further Demands from Labor and Legislation Hostile to Corporations May Impair Prosperity.

[Special to Manufacturers' Record.]

Philadelphia, April 15.

There is abundance of work for everyone who wants to work, whether in city or country. The purchasing power of the people is unprecedented and furnishes ample activity in every line of commerce and industry. The tonnage of transportation over the railroads is greater than ever before, so that difficulty of getting materials is one of the limitations to the amount of business which can be done. Orders which have been placed not only have caused all manufacturing establishments to be operated to their maximum capacity, but insure a continuance of this activity for many months to come. Although prices are higher, this activity does not indicate high profits. Business is being done upon reasonable margins of profit, the increased cost being due largely to the higher compensation received by labor. Labor is therefore receiving the greater part of all the benefits accruing from the present era of prosperity. The high price of labor shows some tendency to produce a reaction, and this, together with the agitation for legislation hostile to railroads throughout the country, has led to a lull in the demand for new equipment and is giving manufacturers an opportunity to catch up with their orders. Should there be further demands from labor, or should the hostile attitude of people and Legislatures against corporate, and particularly against railroad, interests continue, it may impair the prosperity which we have been enjoying now for so many years. Excepting for these two causes, there is no conceivable cause for anxiety for the future.

BURNHAM, WILLIAMS & Co.,
BALDWIN LOCOMOTIVE WORKS.

Hope of the South Is That Legislation May Be Wise and Tolerant.

[Special Telegram to Manufacturers' Record.]

Atlanta, Ga., April 15.

I regard the general business condition of the country as good, and from the standpoint of a conservative optimist the outlook for the future is promising. The South as a section is an agricultural as well as a manufacturing country. Being a producer,

the South is directly affected in physical values by any commotion which takes place in stocks and other securities, and which oftener than otherwise is brought about by ill-advised legislation. It is therefore the hope of the conservative producers in the South, agricultural and manufacturing, that legislation may be wise, conservative and tolerant, in order that the securities of our large corporate interests may be preserved intact in the hands of innocent purchasers and that stable conditions and permanent confidence may be maintained here and elsewhere for the good of the whole country and the continuation of the present good times.

The volume of business being transacted in the South is greater today than it ever has been, and yet, with propitious conditions, the volume may be enormously increased, as capital has practically only begun the development of the South's resources. No class of business men is more deeply interested in the future of this section than the bankers, for it is known that the banks are prosperous when the whole country is prosperous. The bankers of this section, while optimistic, sound the note of warning that if legislation becomes too stringent upon corporate interests here and elsewhere it will have a marked tendency to depreciate values and destroy confidence. If a corporation sins, let it be punished as an individual would be, but let us exercise "wisdom, justice and moderation" in every move, with due regard to the rights and interests of all.

ROBERT J. LOWRY.

Consumption of Cotton Goods Has Overtaken Production.

[Special to Manufacturers' Record.]

Greensboro, N. C., April 15.

Conditions in the cotton-goods trade are the best we have ever known. We believe the consumption of cotton goods has really overtaken production. These good conditions are likely to continue until this situation is reversed. Owing to the high prices of machinery, building material and the scarcity of labor we do not anticipate any material increase in the production of cotton goods for some time to come. On the other hand, we do look for a continued liberal consumption of cotton goods so long as the country continues as prosperous as it appears to be at this time.

CONE EXPORT & COMMISSION CO.,
CEASAR CONE, Vice-President.

Curtailment in Railroad Work as a Healthy Check.

[Special Telegram to Manufacturers' Record.]

Bound Brook, N. J., April 15.

We consider the business situation sound and healthy. The curtailment in railroad work is a desirable check which will prevent excess and unwarranted expansion.

AMERICAN ENGINE CO.,
F. H. BALL, General Manager.

Big Business Based on Prosperity.

[Special Telegram to Manufacturers' Record.]

Philadelphia, Pa., April 15.

We look for and are confident of a very large increase in the consumption of Portland cement this year over that of 1906. We base this belief on the general prosperity of the country, the increased knowledge and consequent confidence in concrete for factories and other large buildings; on the positive knowledge that the railroads of the country cannot begin to take care of the business offered them, owing to lack of rolling stock, trackage and terminal facilities, etc., and that they must expend large sums of money for some time to come to meet the demand upon them; also on the new uses to which Portland cement is being daily put.

E. MEYER,
Manager of Sales, the Edison Portland Cement Co.

Railroad Delay in Delivering Material.

[Special Telegram to Manufacturers' Record.]

Louisville, Ky., April 15.

Present business only limited by ability to supply drawback of obtaining raw material and by railroad delays. Plenty of new power and ice-plant business coming up. There will be even more when money market is easier.

HENRY VOGT MACHINE CO.

Unfilled Orders Largest in History.

[Special Telegram to Manufacturers' Record.]

Providence, R. I., April 15.

Our prospects never appeared brighter. No apparent let-up in sight. Unfilled orders largest in history. Collections good.

NICHOLSON FILE CO., AMERICAN SCREW CO.,
SAMUEL M. NICHOLSON, President.

Nothing Ahead to Interfere With Business Save Car Situation.

[Special Telegram to Manufacturers' Record.]

Easton, Pa., April 15.

We find demand for cement this season of the year enormous; much greater than last year. Fifty per cent. more contracts made for future delivery than this time a year ago. Can see nothing ahead that will interfere with our business other than car situation. Shipments would be greater but for scarcity of cars.

ALPHA PORTLAND CEMENT CO.

Greatest Problem Is the Scarcity of Labor.

[Special Telegram to Manufacturers' Record.]

Columbus, Ga., April 15.

Business in all lines of our manufacture is good at present, but how long this will continue is to our mind problematical. The greatest problem now confronting manufacturers of this section is the scarcity of labor, both skilled and common.

COLUMBUS IRON WORKS.

Prophets of Storm More Numerous the Fairer the Weather.

[Special Telegram to Manufacturers' Record.]

Nicetown, Philadelphia County, Pa., April 15.

We see no storm clouds on the horizon for business men or manufacturers. The fairer the weather the more numerous are the prophets of storm. We consider this fact of human nature responsible for the raising of questions at this time as to future business conditions. We will be glad to have you record our opinion that present indica-

tions are for a continuance of prosperity, and that if a change comes it will be due entirely to the general lack of confidence, for which our pessimistic friends will be solely responsible.

LINK-BELT COMPANY.

Looking for Great Activity in Trade for a Long Time to Come.

[Special Telegram to Manufacturers' Record.]

Dover, N. H., April 15.

We can add very little to the facts you have so ably set forth in your columns. Viewing industrial conditions through the various channels of our business, such as branches, agencies and traveling men, as well as through general study and observation, we consider present conditions and future prospects eminently satisfactory. Prospects for good crops are brighter, building activity is as great and manufacturing and labor conditions are good. With the exception of financial and railroad troubles, we see no cause for fear. The last named we consider as serious, but not as a dangerous menace to prosperity. We look for great activity in all lines of trade for a long time to come, together with prosperous conditions generally.

I. B. WILLIAMS & SONS.

Unable to Take Anything But a Most Sanguine View.

[Special Telegram to Manufacturers' Record.]

Detroit, Mich., April 15.

We are unable to take anything but a most sanguine view of the business outlook. We have had no large orders cancelled. Can note no diminution in new business or inquiries. If the present agitation of a probable slump continues it will probably come; otherwise, not. We never had more unfilled orders on our books than today.

AMERICAN BLOWER CO.

No Place for a Cloud of Distrust to Burst.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., April 15.

We believe the cloud of distrust which threatened to burst on the business world a few weeks ago was unable to find a suitable bursting place, and is rapidly evaporating. Its sudden appearance on the horizon occasioned an anxious and thorough examination of the substructure of our present prosperity without developing any very prominent soft spots, and the hum of the wheels of industry has about caught up with its previous high pitch. We do not find that any large improvement which had been definitely arranged for are being abandoned, and the business to be derived from such enterprises will keep trade up to a high level for most of this year. We look for a falling off in the development of new projects running into next year, but the effect, in our opinion, will not be serious, as the large increase in the country's normal consumption will act as a brake on any material decline. We have more people and they have more wants and more money to supply them than ever before. We also have a greater export trade in manufactures, with an average crop. It would seem that the uncertainties incidental to a presidential election year could not produce serious results.

AUSTIN MANUFACTURING CO.

Nothing to Indicate Discontinuance of Exceptional Activity.

[Special Telegram to Manufacturers' Record.]

Springfield, Ohio, April 15.

Amount of business transacted by us monthly since January, 1906, has never been equaled by us previously. The three months this year were larger than the corresponding months a year ago. We see ahead of us at this time nothing to indicate a discontinuance of this exceptional business activity.

FOOS MANUFACTURING CO.

A Little Let-Up in Business May Probably Be Beneficial.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., April 15.

We see no indications of any slackening in our line of business. Ore supplies are plentiful at all points. As to disposal of product, we are comfortably sold ahead in the various metals we produce, chiefly copper, lead and silver. Prices are well maintained, and the demand, which has been extraordinary for many months past, will, in our opinion, continue to at least fairly keep pace with the output. So far as copper is concerned, the Italian Government is about to spend several millions of dollars in changing the motive power of all its railroads from steam to electricity, which will require very large quantities of copper. This move on the part of the Italian Government will unquestionably be followed by other railroad interests. Business of the country has been increasing at a record rate for some time past, and a little let-up will probably be beneficial and in the long run best for all interests. We do not believe any very large falling off is imminent.

AMERICAN SMELTING & REFINING CO.

Sufficient Orders in Hand to Carry Into Summer.

[Special Telegram to Manufacturers' Record.]

Port Chester, N. Y., April 15.

Business in good condition at present. Sufficient orders in hand to carry us until July 1. See no reason why there should be any change for summer business, with prospects of fall trade very promising. Would further state that better prices are being obtained for soil pipe and fittings than a year ago at this time, which was brought about by the scarcity of labor and the higher price of raw material. The pig-iron market, notwithstanding report of some of the pessimists of the country that iron was going lower, has held its own for the past four months, with every outlook that the price will be maintained during the next six months, which in itself we think is a good condition.

ABENDROTH BROTHERS.

Activity in Industrial and Municipal Improvements Without Precedent.

[Special Telegram to Manufacturers' Record.]

Atlanta, Ga., April 15.

Business activity in industrial and municipal improvements without precedent in this territory, and the prospect for a continuance is assured. Our work comprises concrete construction, sewerage, water-works and water-power developments. Great awakening of interest in local hydro-electric development due to favorable bills, giving broad condemnation rights, recently passed by Congress and local Legislatures. These bills require provision to be made for lock facilities in all dams on navigable streams, and every developed water-power greatly improves river transportation. Today we started preliminary investigation on a 20,000-horse-power hydro-electric development in the heart of a district where present and prospective business activity offers a ready

market for power. This project was given impetus by your recent articles on the development of water-power. Great credit is due to the MANUFACTURERS' RECORD for opening the eyes of the South to the possibility of its potential prosperity, and we believe recent articles and similar ones to follow will do much towards maintaining present conditions.

SOLOMON-NORCROSS COMPANY,
Civil, Structural and Hydraulic Engineers.

Never Known Greater Activity or Greater Promise.

[Special Telegram to Manufacturers' Record.]

Atlanta, Ga., April 15.

I have never known of greater activity or greater promise in connection with manufacturing enterprises throughout the entire Southern States. Our engineering and construction work has been exceedingly brisk, our shops are crowded with orders for heavy and profitable work, and the business activity in our special sphere is certainly as promising as anyone could wish.

FULTON FOUNDRY AND MACHINE WORKS,
N. P. PRATT, President.

Anticipate no Lengthy or Acute Period of Curtailment of Activity.

[Special Telegram to Manufacturers' Record.]

Cudahy, Wis., April 15.

Up to the present time we have noted no diminution in the volume of our business, and are booked to capacity for some months ahead. While the underlying physical conditions throughout the country are favorable, and the overextension of credits in certain directions is an artificial condition, we nevertheless believe it only reasonable to look forward to a certain measure of conservatism and retrenchment in all directions as a necessary reflection of the recent and present adverse financial situation, whatever may be its cause. Since the underlying conditions which are the foundation of continued prosperity are favorable, we do not anticipate any lengthy or acute period of curtailment, but confidently expect a renewal of business activity within a few months on the same scale as that of the past 12 months.

POWER & MINING MACHINERY CO.

Nothing to Be Seen Interfering With General Business Conditions.

[Special Telegram to Manufacturers' Record.]

Milwaukee, Wis., April 15.

Orders booked thus far in current year far exceed in value the total volume booked in corresponding period of last year. Orders received in March made it banner month in history of our company, and business secured in present month is considerably above the average. The number and character of inquiries received in all departments indicate that the total business for the current calendar year will be greater than ever before. I cannot see anything in immediate prospect to interfere with general business conditions.

W. H. WHITESIDE,
President Allis-Chalmers Company.

Many Inquiries from New Industrial Enterprises and for Additions.

[Special Telegram to Manufacturers' Record.]

Roanoke, Va., April 15.

We are serving the principal railroad and manufacturing interests of the South and Southwest. Business conditions with us are satisfactory. The volume of orders received thus far this year exceeds that for any previous year for same period. Collections are good, and we have before us many inquiries from new industrial enterprises, as well as for many extensions and additional to present establishments, indicating favorable and satisfactory prospects on the part of our customers. We therefore are encouraged with the present outlook, which promises a prosperous year throughout the South. We have received no cancellations of business this year, and but one suspension, involving a comparatively small order.

C. E. MICHAEL,
President Virginia Bridge & Iron Co.

Extraordinary Business Activity for at Least Another Year.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., April 15.

Running our shop day and night since January 1, we have been unable to keep up with business offered, and have orders booked for six months from date, running double shift, and our only difficulty is to get material promptly at any price. Judging from our own condition and that of our friends, those from whom we buy material and to whom we sell our machinery, we can see no let-up to the present extraordinary business activity for at least another year.

RAYMOND BROS. IMPACT PULVERIZER CO.

Nothing Short of a National Calamity Should Disturb Country's Prosperity for Many a Day.

[Special Telegram to Manufacturers' Record.]

Detroit, Mich., April 15.

We anticipate a continuance for some time of the present prosperous conditions. The usual presidential year cautiousness is apt to be in evidence in 1908, even in a greater degree than formerly, but as an offset to this the probability of the continuance for another term of years of the present safe and progressive national policy which has inspired so much confidence in everyone will, in our opinion, tide us in safety over that particular time. For the ensuing years we feel no worry, since nothing short of a national calamity should disturb this country's prosperity for many a day.

PENBERTHY INJECTOR CO.

Outlook for Business Never Brighter.

[Special Telegram to Manufacturers' Record.]

Columbus, Ohio, April 15.

The business outlook in our line is good. The trade engaged in the manufacture of concrete products are demanding better machinery, and consequently they are discarding their out-of-date machines and buying the best they can find. Our trade comes from all sections of the United States and foreign countries. The demand in the Southern States for concrete machinery has never been better, and the prospects are that the demand for high-class machinery will continue for some time to come. In our line the business has sprung up like a mushroom over night, consequently a great many freaks were foisted on the public at fabulous prices. The country has also been flooded with cheap literature claiming how cheap the product could be made at a sacrifice of

quality. The trade is now demanding quality not only in the concrete machinery they purchase, but also in the product mixed and molded in the machine; consequently, the future outlook for business in our line was never brighter.

THE UNITED CEMENT MACHINERY CO.

Have no Fear of Any Depression.

[Special Telegram to Manufacturers' Record.]

Dayton, Ohio, April 15.

Business conditions splendid. Outlook as good, if not better, than any time during past two years. Have no fear of any depression, because of marvelous development of all sections of the country.

DAYTON HYDRAULIC MACHINERY CO.,

W. F. CHAMBERLAIN, General Manager.

Trade Phenomenal in Spite of Government Agitation.

[Special Telegram to Manufacturers' Record.]

Smithville, N. J., April 15.

Notwithstanding the Government agitation of railroad values, trade has been phenomenal, and the sales of our woodworking machines so far this year largely exceed the sales of last year during the corresponding period; in fact, orders offering exceed our ability to build nearly 50 per cent. But we are increasing our facilities to meet any reasonable demand. Prices are fair. Collections are normal. Prospects continue good, and confidence in the future seems to be firmly established. Export orders indicate a good world's trade in nearly all civilized countries, and it is evident that the large manufacturing countries are consulting American-made machinery and American methods.

H. B. SMITH MACHINE CO.

Can Keep New Shop and Tools Ordered Busy for Some Time.

[Special Telegram to Manufacturers' Record.]

Providence, R. I., April 15.

We consider the outlook for business in our line exceedingly good. Have on our books orders that will take at least one year to fill, running all our shops full time. New orders are coming in daily, and we can see no good reason for anyone to look forward to dull times in our line of business. We have placed our orders for our new shop and tools, and feel that we can keep them busy for some time to come.

AMERICAN & BRITISH MANUFACTURING CO.

Very Optimistic for the Balance of the Year.

[Special Telegram to Manufacturers' Record.]

Tonawanda, N. Y., April 15.

Regarding business outlook for year 1907, we have considerable more tonnage on our books than at any time in our history, but have recently doubled the capacity of our mill, and having discontinued rolling light rails, we are in position to make prompt delivery on bars. We are very optimistic for the balance of the year.

BUFFALO STEEL CO.

Enjoying Good Business With Full Factories.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., April 15, 1907.

We are enjoying a very good business with full factories, and future requirements should insure a continuance of this condition.

MANNING, MAXWELL & MOORE, INC.

The Situation Indicates an Inevitable Increase in Prices.

[Special Telegram to Manufacturers' Record.]

Seneca Falls, N. Y., April 15.

The volume of business is large and prices steady. The situation, however, indicates an inevitable increase in prices. Raw material has made so many advances that those familiar with the situation wonder that prices for the finished product have not advanced more rapidly. We are finding our energies fully occupied in taking care of the business on our books, and are not obliged to make any unusual efforts to secure orders. The outlook is not at all discouraging, but it is likely that some rather radical readjustment of selling prices will have to be made in the near future which may affect the demand. In view of these conditions it is advisable for the dealer to get higher prices for his goods. An advance on their part would be a sensible thing under the present conditions, inasmuch as new stocks cannot be replaced at former prices.

THE GOULD'S MANUFACTURING CO.

Continued Prediction of Recession May Bring It About, But No Sign Now.

[Special Telegram to Manufacturers' Record.]

Columbus, Ohio, April 15.

Our own business shows no sign of recession. While our business last year showed an increase of 50 per cent. over any previous year, the increase this year so far is 20 per cent. over last year, each month so far showing an increasing gain over the previous month—gain for January 15 per cent., February 20 per cent., March 24 per cent. over corresponding months last year. We have had no cancellation of orders, and contracts were never more satisfactory. So far as we are informed our experience is similar to that of other manufacturers. The continued predictions of business recession may bring it about, but, in our opinion, it will not come this year.

THE KILBOURNE & JACOBS MANUFACTURING CO.,

JAMES KILBOURNE, President.

Doing \$1000 a Day More Business Than Last Year.

[Special Telegram to Manufacturers' Record.]

Ambler, Pa., April 15.

Doing more than \$1000 a day more business than last year. Don't look like dull times in the near future.

KEASBEY & MATTISON COMPANY.

Another Year's Good Business, Notwithstanding Gambling in Watered Stock

[Special Telegram to Manufacturers' Record.]

St. Louis, Mo., April 15.

The character of our business is a good barometer, showing whether the country is prosperous or not. So far as we can see the outlook for business is good, especially over the South and West, on account of the vast development of these sections of our country. Our business shows an increase of about 20 per cent. over last year up to

this time. Unless something interferes with the promising crop we shall certainly have another year's good business, notwithstanding the gambling in watered stocks in New York.

SHULTZ BELTING CO.

Arbitrary Attitude of Railroads the Only Unpleasant Element.

[Special Telegram to Manufacturers' Record.]

Indianapolis, Ind., April 15.

Business conditions in our line are reasonably satisfactory at the present time. There has been some relief in the scarcity of the labor market and materials are being shipped more promptly than at times within the recent past. The flurry in Wall Street has had no visible effect upon this section of the country, and we can see no reason why the present business activity should not continue for a considerable time to come unless unfavorable crop conditions develop. The only unpleasant element in the situation is the arbitrary attitude of the railroads and their disposition to not take the public into their confidence. Their attitude has brought upon themselves much drastic legislation, some of which may be against the interests of the public in the end.

NORDYKE & MARMON COMPANY.

May Be Reaction for Short Period, But Not This Year.

[Special Telegram to Manufacturers' Record.]

Auburn, N. Y., April 15.

The pendulum of business, like that of a clock, never swings one way continuously, and a reaction from the present conditions is inevitable. But as long as the exports of this country continue so much in excess of the imports as the present and for the past 10 years such a condition as we had in 1893 and for several years after is improbable. The recent drop in the stock market and the postponement of many large contemplated improvements is largely the result of fear of what the future has in store for us. There may be reactions and dull times for a short period, but not during this year. The general business of the country was never better. Manufacturers generally are unable to fill orders promptly and wholesale merchants cannot replenish their stocks readily. We believe business will continue during this year, at least, as it has commenced.

COLUMBIAN ROPE CO.

Preparing for a Large Increase in Factories.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., April 15.

In regard to the outlook for business for the coming year, we can see no difference between the present and a year ago. Factories are all filled with work, and the number of orders received compares favorably with last year. Reports come to us from all our different sales departments that the outlook for the present summer is of the best, and we are preparing for a large increase in our different factories by improved methods and increased tools.

INTERNATIONAL STEAM PUMP CO.,

F. H. JONES.

For Publicity in Financial Operations.

[Special Telegram to Manufacturers' Record.]

Philadelphia, Pa., April 15.

Business is on a sound basis. If the investigations of the past two years had shown that the men handling the large financial institutions had conducted the same from an unselfish standpoint and exclusively for the benefit of the owners of the companies, namely, the public, there would now be no reason to ask as to the general business conditions of the country. Everything would be moving smoothly. When those having charge of the large interests cease opposing, and instead invite investigations so that the country can be certain that they are conducting their work with singleness of purpose, just so soon will the business of the country, being relieved from suspicion and doubt, go forward steadily. In spite of the complications which self-seeking plans always entail, business is bound to prosper, for the country is stronger than the speculators.

R. D. WOOD & CO.

Outlook Exceedingly Healthy in Textile Trade.

[Special Telegram to Manufacturers' Record.]

Philadelphia, Pa., April 16.

Can see no indication for any change in textile trade for several months to come. No accumulation of stocks, and shortage of labor will prevent an accumulation. As far as textile trade is concerned outlook is exceedingly healthy.

RICHARD A. BLYTHE.

Recent Downward Movement of Stocks a Healthy Evidence of the Public's Conservatism.

[Special Telegram to Manufacturers' Record.]

Pittsburg, Pa., April 15.

Answering your inquiry, would say that we believe present business conditions entirely sound, and with average crops this year see no reason why present prosperity should not continue with even increasing volume. We regard the recent downward movement in stocks as a healthy evidence of conservatism on the part of the public, which should not be construed as any lack of confidence in the business outlook.

JONES & LAUGHLIN STEEL CO.

Most Everyone Is Fairly Busy.

[Special Telegram to Manufacturers' Record.]

Harvey, Ill., April 15.

Business conditions fairly good, but there is undoubtedly less demand for new work. Some prospective work has been postponed at least 60 days, undoubtedly longer, if we have poor crops, continuation of lack of financial confidence and uncertain railroad conditions. Lack of material reduction in price of pig-iron indicates, however, most everyone is fairly busy.

WHITING FOUNDRY EQUIPMENT CO.

Looking for an Active Year in Building.

[Special Telegram to Manufacturers' Record.]

Philadelphia, Pa., April 15.

We are looking for a very active year in building circles; in fact, the call for high-grade roofing tin is better at this season than it has been for several years past. The demand for our best grade of tin—the heavily-coated, hand-made, old-time quality—is particularly marked through the South. We have found that the character of the

building materials used is an index to the prosperity of a community. Where high-grade tin roofs are put on it is safe to assume that the work is permanent and substantial. The demand through the South for good tin roofs is an encouraging indication of the growing prosperity of that section.

N. & G. TAYLOR COMPANY.

Evident Disposition on the Part of Conservatism to Go Slow.

[Special Telegram to Manufacturers' Record.]

York, Pa., April 15.

Business still continues good, and much new work is being talked of. There is, however, I am pleased to note, an evident disposition on the part of conservative people to go slow. There is no doubt but that we have been trying to do more business than we have money to do it with, and unless a policy of retrenchment is adopted the results are liable to be disastrous. Our company is in an unusual prosperous condition, and there is no reason why business should not continue good if our people will only exercise caution and good judgment.

S. MORGAN SMITH COMPANY,

C. ELMER SMITH, President.

Uneasy Feeling Due to Indiscriminating Legislation and Governmental Attacks Upon Vested Interests.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., April 15.

The present production in most manufacturing lines is record-breaking. The time when the reaction that may reasonably be expected will occur cannot be foretold with any degree of accuracy. The most unfavorable symptom is an uneasy feeling among investors, due to the widespread and indiscriminating restrictive legislation and the governmental attacks upon vested interests that are now so fashionable. Whether the sound, natural prosperity of the country will withstand these undermining influences remains to be seen. Most of us have a keen recollection of 1893 and the appeal for confidence that was then thought necessary to restore prosperity, and we feel that natural wealth and confident business enterprise are inseparably necessary for the well-being of the country.

H. W. CALDWELL & SON COMPANY,

F. C. CALDWELL, Vice-President.

Shutdown of Railroad Improvements May Have Salutary Effect.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., April 15.

General business conditions look much better to us than they did two weeks ago. The feeling of uncertainty and alarm as to what the financial upset in the stock market might lead to has given way to a feeling of confidence and a belief that the future is safe and bright, so far as the business relations of the country are concerned. We cannot ourselves see any let-up in the amount of work which we are figuring on. The fact that many of the prominent railroad systems have shut down on improvements we believe will have a salutary effect and will produce the check in the headlong rush which the country needs. The rate of development which the country struck during 1906, in our opinion, was too swift, and unless the brakes had been put on as they have been would lead to disastrous results. Not only did wages go up from 15 to 20 per cent. in 1906, but we found it almost impossible to man some of our contracts at all, owing to the scarcity of labor. There was danger, in other words, of going "prosperity bust." We believe, therefore, that the abandonment of a great deal of work on the part of the great railroad corporations will have a salutary effect, and we look for business to be done on more of a normal basis.

THE FOUNDATION CO.

See No Prospect of Change from Good Conditions.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., April 15.

Business with us good, and see no prospect of change.

INGERSOLL-RAND CO.

Whoever Predicts Clouds Lacks Faith in This Country.

[Special Telegram to Manufacturers' Record.]

South Bend, Ind., April 15.

As we view the situation, whoever at this time predicts clouds and thick darkness lacks faith in his country. Conservatism is a good business principle, but there is nothing in the outlook to warrant timidity. We look upon the immediate future at least with decided optimism, and see no occasion to doubt that legitimate interests will continue to prosper.

STUDERAKER BROS. MANUFACTURING CO.

Maintenance of Business Surprising.

[Special Telegram to Manufacturers' Record.]

Lima, Ohio, April 15.

Business never better. Surprising how it keeps up. Orders for first quarter this year 20 per cent. better than corresponding months 1906; 30 per cent. more orders on hand than in April, 1906. Inquiries good. No let-up in business apparent.

THE LIMA LOCOMOTIVE & MACHINE CO.

Never So Much Work in Eighteen Years.

[Special Telegram to Manufacturers' Record.]

Ampere, N. J., April 15.

We have never had so much work in our shops since we went into business 18 years ago. Can see only favorable indications in the present business outlook. Our most recently opened office is at Birmingham, Ala. This office became necessary to handle the constantly-increasing demand for Crocker-Wheeler motors and dynamos in the Southern territory.

CROCKER-WHEELER COMPANY.

Pessimism in Eastern Financial Centers.

[Special Telegram to Manufacturers' Record.]

Boston, Mass., April 15.

Conditions in many cities where we are interested indicate that there has been practically no check in general business activity. In the South and West, particularly, bank deposits are larger than ever and the average citizen and business man is unusually prosperous. Apparently there is a market for Eastern paper in Southern and Western cities, and the banks are amply able to take care of the business in their own localities. These circumstances add great strength and stability to the situation, and should assist materially in the continuance of good conditions.

However, in the Eastern financial centers we find pessimism and a distinct feeling

that the present is an inopportune time to make new commitments. This feeling will undoubtedly tend toward checking new undertakings and cause the abandonment of many proposed extensions and improvements to existing property, which, in turn, will result in a let-up in manufacturing activity in all parts of the country. This, we think, will result in a more normal condition of affairs, so that material of all sorts can be obtained at more reasonable prices and without a delay of many months. At present the Southwest cannot fully appreciate Eastern conditions. Additional facilities are demanded from railroads and public-service corporations, and are actually much needed. The communities affected are themselves prosperous, but are demanding more than it will be possible for the corporations to supply until Eastern money is again available. This leads to a rather strained situation in many cases, but a better understanding by the South and West of financial conditions, and a check in the present extraordinary volume of business should bring about a satisfactory readjustment.

STONE & WEBSTER.

Possible Labor Combinations the Only Threat.

[Special Telegram to Manufacturers' Record.]

Buffalo, N. Y., April 15.

Our trade continues good, for the first three months of this year being a little in excess of last year, while there is not so much tendency to buy in streaks as there was two years ago. We see nothing in the sky to prevent a continuance of our present good prosperity except that labor organizations may combine and upset all things. Outside of that, there should be no let-up in the activities of present conditions as far as we can see.

BUFFALO FORGE CO.

Capital Withdrawing from Speculation to Enter Conservative Investment.

[Special Telegram to Manufacturers' Record.]

Boston, Mass., April 15.

From the standpoint of proposed hydro-electric developments the outlook may be described as phenomenal. Investments of this character seem to be in strong favor, and capital seems to be fully awake to its permanency and profit. Our facilities are taxed to the utmost to keep with the business thrust at us. The recent flurry in Wall Street put a temporary check on underwritings, but the final outcome seems to be that capital is withdrawing its attention from the speculative market and is again seeking the more conservative investment offered by bonds with the usual underwriting attachments. The general outlook is of the best.

AMBURSEN HYDRAULIC CONSTRUCTION CO.

Lumber Conditions Improving.

[Special Telegram to Manufacturers' Record.]

Macon, Ga., April 15.

Business in this section is good and outlook fine. Cold weather has damaged crops to some extent, but farmers have time enough to replant, as they are further advanced this year than last in planting of their crops. The probable failure of fruit crop due to cold will affect some sections of this State, but the outlook in general depends very little on fruit crop except in sections. Banks here are fairly well supplied with money. Lumber conditions improving on account of some improvement in railroad service. On the whole people here feel very good over prospects of this year's business.

J. P. STETSON,
President Stetson Lumber Co.

Quarry, Mine, Furnace and Mill Pushed to the Limit.

[Special Telegram to Manufacturers' Record.]

Easton, Pa., April 15.

The district composed of Northampton, Lehigh and Carbon counties in Pennsylvania is noted for its vast mining and manufacturing interests in slate, cement, anthracite coal, pig-iron and steel. Northampton county alone producing 70 per cent. of the blue roofing slate produced in the State of Pennsylvania, which State produces 65 per cent. of the entire production of the United States. Lying along and contiguous to the blue slate strata, in regular formation, are those of cement, limestone and brown hematite iron ore. Just across the Blue Ridge and into Carbon county lie the enormous deposits of anthracite coal, all of which deposits are contiguous to and within a circle not over 60 miles in diameter, forming the basic of our great industries. Every quarry, mine, furnace and mill is being pushed to the limit of its operating horse-power and capacity, their output being absorbed, with unfilled orders awaiting their turn for shipment. Wages are good, and tradesmen, craftsmen, mechanics, mine workers, farmers and laborers are all busy. The savings banks show an enormous increase in their deposits, the national banks as well, both showing large surplus funds. Confidence in the honor, integrity, strength, character and productiveness of the people of the nation, regardless of the few who have fallen by the wayside, alone controls the thoughts of our people.

GENUINE BANGOR SLATE CO.,

R. S. BROWN.

Finds no Explanation of Low Spirits.

[Special Telegram to Manufacturers' Record.]

Cleveland, Ohio, April 15.

We daily meet people who claim that business is going to receive a check; that prices will tumble, etc., without being able to give definite reasons for their assertions. We fail to see cause for alarm. Prices of raw stuffs are high, and no drop is in sight. Labor is scarce, and we obtain very good prices for our product. Present orders for furnished iron and steel castings will keep us busy to end of year, and inquiries for sand-lime brick machinery from all parts of the continent are rather increasing than decreasing, which latter proves that capital is looking for investment as much as ever.

SEMISTEEL COMPANY.

Desirable Economic Change Under Way.

[Special Telegram to Manufacturers' Record.]

Schenectady, N. Y., April 15.

We have no views for publication unless you desire to repeat President Coffin's appearance in Boston *Globe* April 7, as follows: "The banks have become cautious, and are not now advancing money to manufacturers for extensions. They are taking care of legitimate business requirements, and are advancing money to their customers at fair interest rates. But the feeling pervades the whole financial world that it is time to act conservatively. Our orders are today as good as they have ever

been in the history of the company; in fact, better, yet we already feel that there must be some slackening as the year advances. There is nothing to become alarmed over. We do not look for any crisis or any slump. The stock market has already been severely tested, and the result is that securities are on a safer level. The fact that the banks are shortening credits should mean easier money by and by. This, in turn, ought to help the bond market. The economic change that we feel is coming about must be regarded as desirable and healthy, as I have said, there is no cause for alarm, but rather the reverse."

GENERAL ELECTRIC CO.,

By F. H. GALE.

With Full Order Books.

[Special to Manufacturers' Record.]

New York, N. Y., April 15.

All the makers of cast-iron gas and water pipes have full order books, and with an ordinary demand for the balance of the year the total business will equal that of 1906, which was in all respects a most satisfactory year. Just at the present time we are experiencing a lull in the demand, and the amount of inquiry is comparatively small. This is only natural after the very large amount of work placed during the winter months for spring delivery. With settled weather we look for a resumption of demand, which we believe will continue throughout the balance of the year.

M. J. DRUMMOND & CO.

No Dangerous Breakers Ahead.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., April 15.

We are not pessimistic regarding the general business outlook. Contraction in stock values and railroad agitation only serve, we think, to put on the brakes of prosperity and to bring some boomers to their senses, all of which is healthy. The country at large, especially the South and Middle West, is in a flourishing condition, and to our minds there seem to be no dangerous breakers ahead.

CHAS. A. SCHIEREN & CO.

Plenty of Orders Coming In.

[Special Telegram to Manufacturers' Record.]

Worcester, Mass., April 15.

March was our banner month. Plenty of orders coming in. We notice no indications of letting up. Prospects seem good to us.

NORTON COMPANY.

Only Worried to Take Care of Business in Sight.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., April 15.

Prospects never better. Have plans in our office for at least one year's concrete construction work. We believe this building activity speaks for prosperity stronger than any other line, and our only worry is to be able to take care of the business now in sight.

AMERICAN SYSTEM OF REINFORCING.

Uncertainty and Money Stringency Passed.

[Special Telegram to Manufacturers' Record.]

St. Louis, Mo., April 15.

Touching our own and related lines of business and in the territory we cover, that is, the South and Southwest, we anticipate a very satisfactory year. During January and February there seemed to be some hesitancy on the part of owners and others to initiate any important work. This was the result partly of the uncertainty as to the future and partly of the stringency of the money market. We believe, however, that this tendency has entirely disappeared, and that real estate and building operations will about equal those of last year.

O. G. SELDEN,

President Selden-Breck Construction Co.

Manufacturing Interests Expanding.

[Special Telegram to Manufacturers' Record.]

St. Louis, Mo., April 15.

Judging from inquiries received and sales being made, there will be little change in business activity this year from last. Manufacturing interests in all classes are still expanding and new ones starting, thus indicating confidence in the future.

HEINE SAFETY BOILER CO.

Obliged to Increase Number of Employees and to Run Factory Overtime.

[Special Telegram to Manufacturers' Record.]

Dayton, Ohio, April 15.

Indications are that the present year will eclipse all previous records in our line of work, including new American turbine machinery, pulp grinders and heating engines for paper mills. Have already booked orders amounting to approximately 75 per cent. of all last year's business, and almost every mail adds more orders to the list. Obliged to increase number of employees throughout factory and to run factory overtime to make shipments. Inquiries for new work are good and numerous. Drafting and engineering departments are snowed under with preliminary work on business that will be closed during next few months.

DAYTON GLOBE IRON WORKS.

Good Crops Would Partly Counteract Effects of Presidential Campaign.

[Special to Manufacturers' Record.]

New York, N. Y., April 15.

The business of the United States Cast Iron Pipe & Foundry Co. continues good, and prospects are favorable for the balance of this season at least. We anticipate a general slow-down, however, but not a severe depression. Presidential elections are usually unsettling to business, though good crops would partly counteract this. Our collections never were better.

B. F. HOUGHTON, Treasurer.

Some Hesitation in Expectation of Lower Prices for Material.

[Special to Manufacturers' Record.]

Boston, Mass., April 15, 1907.

As we are not in active trading business, but purely professional work, we do not feel competent to say much about business conditions. To the casual observer business in this part of the country seems to be very flourishing, and there seems to be no reason for different conditions except the disturbance in the stock market and the high rates

for money. We note some hesitation, however, in proceeding with new work on the part of some of our clients in the expectation of lower prices for building materials and a certain timidity as to future financial conditions. In regard to lower prices, we would say that we see no immediate prospect for lower prices on lumber, although other materials and labor might be cheaper if times became hard.

SNOW & HUMPHREYS,
By S. M. SNOW.

No Decrease in the Immediate Future Indicated.

[Special to Manufacturers' Record.]

Philadelphia, April 15.

So far as our business is concerned we do not notice any decrease as compared with the last year or two, and inquiries that are reaching us do not indicate any decrease in the immediate future. The future, however, must always speak for itself. We hear of numerous building projects in the South, which appear to indicate that the South is prosperous.

MORSE, WILLIAMS & CO.,
Department of Otis Elevator Co.,
By W. I. COOPER.

A Year of Great Business Activity.

[Special to Manufacturers' Record.]

Philadelphia, Pa., April 15.

The volume of sheet-metal business throughout the country for the year 1906 was very satisfactory. No doubt this was probably the greatest year that the sheet-metal trade ever had. The present prospects for business in this trade are very favorable, and the business promises to equal or exceed that of the past year. There is not the least sign of any depression in our trade. The prices of material are either holding steady or advancing, which is a very favorable sign. Everything in our trade points to a year of great business activity.

EDWIN L. SEABROOK,
President National Association Master Sheet Metal Workers.

See Nothing Ahead But Plenty of Work.

[Special Telegram to Manufacturers' Record.]

Richmond, Va., April 16.

We see nothing ahead but plenty of work. For the past month we have been overwhelmed with inquiries for deliveries next fall, the majority of which are for automobile forgings. At present we have about six months' work on our books. We do not anticipate any falling off of business in our line this year.

RICHMOND FORGING CO.

No Diminution of Activities.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., April 16.

In the realm of the manufacture of Portland cement, because of its cheapness as a building material compared with all others and its adaptability for such a multitude of uses, we can see no diminution in the activities in which such manufacturers are engaged.

THE LAWRENCE CEMENT CO.

Increasing Demand for Dwellings.

[Special Telegram to Manufacturers' Record.]

Milton, Pa., April 16.

The business outlook in the building and accessories lines are active here, and contribute favorably toward industrial prosperity during the season. An increasing demand exists for dwellings, the supply of which can only partially be met, owing to the general scarcity of skilled labor.

SAMUEL J. SHIMER & SONS.

Full Confidence in Future Prosperity.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., April 16.

From the present outlook we have every confidence in the future prosperity of this country. Our own trade has shown a decided increase during the past year, and indications point to a still further improvement.

ADAM COOK'S SONS.

Talk of Hard Times Having Some Weight.

[Special Telegram to Manufacturers' Record.]

Boston, Mass., April 16.

As our business extends generally throughout the United States and Canada, we are in a good position to feel the pulse of the people. Business generally throughout the country appears to be in a healthy condition, and the outlook for spring business is good. In some sections of the country the severe winter has caused dealers in many lines to hold over fall stocks which they otherwise would have disposed of during the winter, which will make spring business backward. With the enormous amount of building which is going on throughout the country, in our opinion, this setback will be but temporary, and what was lost in spring sales will be gained through summer and autumn. Talk of coming hard times, which some people are endeavoring to instill into the minds of the public, is having weight in some sections, but we feel that the general business conditions throughout the country are sound, and the outlook on the whole is good.

J. A. & W. BIRD & CO.

Declined Many Opportunities to Increase Business.

[Special Telegram to Manufacturers' Record.]

Wilmington, Del., April 16.

Everything looks favorable for 1907. In some lines we have more business now than we can supply through this year. Increase on new business exceedingly and abnormally heavy. Have declined many opportunities to increase business.

CHAS. WARNER COMPANY.

Heavy Public Improvements Under Way.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., April 16.

Outlook for State, county and municipality improvements considerably better this year than any year in our business career, covering a period of over 20 years. There are larger numbers of projects already decided upon, such as the sewerage system, Baltimore; water-supply system, New York, and sewerage and water-works for a score or more large cities in all sections of the country, which insure decided increase in

capital expenditure this year, and for several years to come, over any year in past. Of other work in which we are interested the same is true. There is a greater number of land reclamation schemes contemplated for coming year. We have never had at any time such a great and imperative demand for machinery used in building water-works, sewerage systems, irrigation canals, drainage ditches, also for concrete mixers, as at present time. As far as our observation goes in our particular field, a considerably larger amount of work is already being undertaken or contemplated for immediate future than ever before.

MUNICIPAL ENGINEERING & CONTRACTING CO.

With More Unfilled Orders Than Ever Before.

[Special Telegram to Manufacturers' Record.]

St. Louis, Mo., April 16.

From our standpoint the future has never looked better. In spite of the constantly increasing output, we find ourselves with more unfilled orders on hand today than ever before. We also experience more difficulty than ever in having orders for our raw materials filled on time, although we try to anticipate our wants by many months. It is difficult for us to discern any clouds on the business horizon, and we are confident that this year's business in all lines will exceed last year's records.

UNIVERSAL ADDING MACHINE CO.,

C. H. L. FLINTERMAN, Manager.

Barring Possible Unrest from Labor and Politics.

[Special Telegram to Manufacturers' Record.]

Cambridge, Mass., April 16.

No change in the general conditions of our business. Plenty of orders and inquiries. Our Western trade is in excess of one year ago. Eastern trade about the same. Barring possible unrest from labor and politics, we see no reason why prosperity should not continue uninterrupted.

MEAD-MORRISON MANUFACTURING CO.

Higher Wages With No Increase in Production.

[Special Telegram to Manufacturers' Record.]

Richmond, Va., April 16.

First quarter business locally above average of last year. Out-of-town business, especially staybolts, drykiln truck and special machinery, 200 per cent. better than last year. Collections have materially fallen off in the last 60 days. Inquiry for future business about up to first quarter. Trade conditions seem favorable, and our market appears to be buoyant. Labor conditions less favorable than last year. Wages average 20 per cent. higher, with no apparent increase in production.

C. B. FORD COMPANY.

Railroad Business Below the Normal.

[Special Telegram to Manufacturers' Record.]

Jersey City, N. J., April 16.

Notwithstanding the past bad conditions of the stock and money market, we see no signs of a serious decline in general business. Our trade up to date has increased over the same period of last year, and indications are that the volume will be maintained. We are experiencing difficulty in getting material for our products, especially cotton ducks and sheetings, because the mills cannot keep up to demands, which shows the conditions in other trades. Railroad business, however, has fallen below the normal. We are trying to be conservative, but do not believe any slump is yet in sight.

JOHN J. VOORHEES,

President Voorhees Rubber Manufacturing Co.

Shortage of Lovable Funds Tends to Restrict Operations.

[Special to Manufacturers' Record.]

New York, N. Y., April 16.

So far as we can observe, either by the business of the three months ending April 1, which was largely in excess of last year, or by the business done since that date and orders filed for future shipment, the conditions in our trade are of the most encouraging character. The buying is confident, the distribution seems uniformly good all over the country, and except for a shortage of loanable funds, which has a tendency to restrict operations, nothing better could be desired.

L. A. COLE,

President National Lead Co.

Could Fill Orders Promptly.

[Special Telegram to Manufacturers' Record.]

Augusta, Ga., April 17.

Less doing in past three months than in like period in five years. Could fill orders promptly in all departments.

LOMBARD FOUNDRY, MACHINE, BOILER WORKS & SUPPLY CO.

How Calamity Howling of Pessimists May Help.

[Special Telegram to Manufacturers' Record.]

Philadelphia, Pa., April 16.

Our orders for present shipments are larger than ever before. Our orders covering shipment for the year are excessively high, and if it was not for the pessimistic attitude of many calamity howlers it would be utterly impossible for us to attempt to take care of our trade and conduct our business in a satisfactory manner. It seems as though the pessimist seems to be our only friend who enables us to give any kind of prompt and satisfactory shipments on orders. The shortage of cars is hampering us. The slow movement of congested freight lines is causing a sluggish feeling, which is reacting on the builder by holding up his work. If the car supply and transportation facilities were normal and the pessimist was not getting in his work our business would be far beyond our control, and prices would be entirely too high.

THE WHITEHALL PORTLAND CEMENT CO.

Regardless of the Evaporation in Watered Stocks.

[Special Telegram to Manufacturers' Record.]

Dayton, Ohio, April 16.

The volume of both inquiries and sales for gasoline engines and oil-mill machinery are such as to justify our saying that the present conditions are satisfactory and the outlook bright for an increasing volume of business in our lines during the present year. As long as the South and West continue to realize good prices for their products good times will continue for legitimate business regardless of the evaporation that

may take place in the watered stocks of Wall Street. The increasing wealth of the South and West and their growing independence of Eastern capital acts as a balance-wheel, and we believe will tend to modify or prevent serious depressions in the future. We are preparing to handle more business this year than ever before.

W. P. CALLAHAN & Co.

Some Falling Off in Railway Lines.

[Special Telegram to Manufacturers' Record.]

Chicago, Ill., April 16.

General business up to last year's volume same period. Some falling off in railway lines, but in all other lines outlook without a cloud. Think a great deal of railroad work temporarily held up, except in such cases as new proposition, where complete financing is necessary. See no cause for any alarm whatever in the general situation, although there may be a slight contraction until the money situation assumes a little different hue.

CONTRACTORS' SUPPLY & EQUIPMENT Co.

Trouble in Getting Material.

[Special Telegram to Manufacturers' Record.]

Milwaukee, Wis., April 16.

Plenty of business here. Shops working day and night, with plenty of orders in sight to continue for six months. Our trouble is getting material. Cannot get pipe or pig-iron.

THE VILTER MANUFACTURING Co.

Permanent Improvement and Industrial Development.

[Special Telegram to Manufacturers' Record.]

Harrisburg, Pa., April 16.

Business outlook in our line most promising, due to permanent improvement and industrial development in all sections of our country. Present volume of inquiry unprecedented. Have orders booked months ahead, while probability of continuation of present activity is most promising.

HARRISBURG FOUNDRY AND MACHINE WORKS,
R. S. BEECHER, General Sales Agent.

Running Works All Night for Two Years.

[Special to Manufacturers' Record.]

New York, N. Y., April 16.

For two years past we have been running our works all night. We see no sign of any slackening in orders or inquiries.

LIDGEWOOD MANUFACTURING Co.,

WALTER L. PIERCE, Secretary and General Manager.

Large and Profitable Orders Booked.

[Special Telegram to Manufacturers' Record.]

Atlanta, Ga., April 16.

All mills have booked large and profitable orders covering many months. Barring the damage to fruit and crops, the business outlook throughout the South was never better.

ATLANTA STEEL Co.

Business to Continue Brisk.

[Special Telegram to Manufacturers' Record.]

New Haven, Conn., April 16.

From present indications we feel that business will continue brisk for the next few months.

NATIONAL PIPE BENDING Co.

Full Swing in the Great Northwest.

[Special Telegram to Manufacturers' Record.]

Minneapolis, Minn., April 16.

The prospect for future business has never been more encouraging at the beginning of a season than it has been this year. 1906 was the largest year for us since our incorporation and the volume of business was the largest ever done by us. We hardly expected at the beginning of this year to equal it, but have been agreeably surprised, as the increase in our business so far this year in comparison with the same months last year is almost 40 per cent. and the outlook is very encouraging; in fact, we have never had in our history so many inquiries in our line of goods as we have received in the last few months. This section of the country is prosperous, and never before have we felt so optimistic about the future of the great Northwest.

MINNEAPOLIS STEEL & MACHINERY Co.

Labor's Chance to Be Well Employed.

[Special Telegram to Manufacturers' Record.]

Dayton, Ohio, April 16.

There never was so much business offered. Prices have not advanced in proportion to raw materials. Time will tell whether or not purchasers of our class of goods are willing to pay the advances that we will be compelled to make very shortly. If labor uses good judgment, it will be well employed during the entire year. There is nothing pessimistic on the horizon now, and we expect the best year since we have been in business.

BROWNELL COMPANY.

No Indication of a Lowering of the Standard.

[Special Telegram to Manufacturers' Record.]

Rochester, N. Y., April 16.

Our system of canvassing is very complete, and reports from all parts of the country coming into one office give us an excellent view of business conditions, especially in the building trades. There are less operations reported in April than there were in February, but this is quite usual, as there is always a lull in the new building enterprises reported between March and August. We see positively no indication of any lowering of the standard or diminution in the quantity of building operations in the immediate future.

J. WARREN CUTLER.

"If You Talk Bad Times You Will Get Bad Times."

[Special Telegram to Manufacturers' Record.]

Jersey City, N. J., April 16.

The Dixon Company's products are good barometers of industrial conditions, as our goods reach the house, the shop, the farm, the counting-room, the steel workers,

the brass workers, and, in short, everybody. Up to now the trade has not ebbed. The year 1907 so far has beaten 1906. The big volume of business continues unabated. The future depends, more than upon anything else, upon the crops. A bumper crop this fall will mean a bumper business in 1908. Psychological laws prevail everywhere, and they say emphatically "If you talk bad times, you will get bad times."

JOSEPH DIXON CRUCIBLE Co.,

JOHN A. WALKER, Vice-President.

Quick Deliveries Getting More Difficult.

[Special Telegram to Manufacturers' Record.]

Erie, Pa., April 16.

All indications seem to us to point to a continuance for at least the balance of this year of the present satisfactory condition of the engine trade. We have four months' business on our books and there is no let-up in inquiries and orders. The price of iron appears to be firmly established for this year, and prices of machinery are more likely to be advanced than reduced. Quick deliveries are getting more and more difficult. Therefore intending purchasers would do well to place their orders now.

BALL ENGINE Co.

Unusually Good Foundation for the Coming Year.

[Special Telegram to Manufacturers' Record.]

New York, N. Y., April 17.

General situation very satisfactory. This company has entered more orders each month this year than in the same months last year, with orders booked by various manufacturers throughout the country, a great number with whom we do business direct, particularly in steel, pig-iron and lumber. By our knowledge of dates they could make deliveries on it is proved conclusively that an enormous amount of business will be done in various lines during present year. This is an unusually good foundation for coming year.

F. W. EATON,

President American Car & Foundry Co.

THE TRANSPORTATION CRISIS—IV.

By LEWIS M. HAUPT.

[Written for the Manufacturers' Record.]

In view of the urgency for relief and the great demand for large appropriations for all the departments of the Government, the question of looking to the Congress to provide the means for so extensive a system of works becomes very serious, and the probability of its satisfactory solution must depend upon the operation of the methods pursued during the past history of the republic.

Prior to the railroad era many efforts were made by the infant States to obtain aid from the Government for improvements which were of national importance, but they were, with few exceptions, rejected. Then it was the policy of the Government to encourage private initiative by contributions in a few cases to corporations to insure the completion of important works. Today this policy is reversed, and not only are all works made dependent upon the approval of Congress or of a military board, but in many cases the appropriation is contingent upon the contributions of lands or money by the localities desiring the improvement. This change of policy has sprung up since the development of the railway system, which has in general regarded the waterways of the country as injurious competitors, deserving only of extermination because of their inherent ability to carry freight at lower rates. This is evident from the uniform experience of the effects on rates produced by the existence of the Erie Canal in New York, where, just after the close of the Civil War, the relative rates in cents were as follows:

Year.	Lake and canal.	Lake and rail.	All rail.
1868.....	22.79	29	42.6 per bushel, wheat.
1904.....	4.71	5.02	11.11 "

These show that the all-water rate, even with the transfer, was about one-half, or less, than the all-rail rate, and that both diminished rapidly with the great improvements made in the railway, while the canal was but slightly deepened.

Yet, notwithstanding this great discrepancy in rates in favor of the water route, the tonnage of the railroads in so-called "competition" therewith has increased far more rapidly than that of the canal, because the latter has not been modernized and enlarged, and yet these New York roads are able to charge a *higher* rate on freights than those of Pennsylvania, which have no such water competition. For this reason it is urged that the canals of Pennsylvania should not be restored as rate regulators nor for the public convenience.

The statement is officially made that "had the Pennsylvania on its lines east of Pittsburgh and Erie received the same rate per ton-mile that the New York Central received for the year covered by this report, its increase in freight revenue alone would have been upwards of \$6,500,000." And the author goes on to say that the people of New York are spending "hundreds of millions of dollars to keep down the rates of transportation on the great lines of railroads paralleling the canals," whereas the result is that the rates are actually increased and the railroads benefited by the existence of the Erie Canal.

The paradox is due to the greater facility given for transportation, which develops population and industries, thus creating a larger and better class of freight for the railroads without injury to the people. This is not a single instance, since the rates on the foreign roads where there are ample waterways, regulated by the Governments, are all much higher than those in the United States, reaching as high as 2.8 cents per ton-mile in Great Britain, 2.2 in France, 1.6 in Belgium, etc. The railroads of New York voluntarily entered the territory of the pre-existing Erie Canal to secure some of the traffic which it had generated, especially in passengers.

It would seem to be evident, therefore, that all waterways, and especially the cheapest, like the Great Lakes, are undoubtedly beneficial to the railroads, and in this critical time, when the traffic has outgrown the capacity of the overland carriers, the latter, as well as the public, would be greatly benefited by restoring the canals and waterways which have been so ruthlessly destroyed under the fallacious impression that they were ruinous competitors.

With this end in view, and with the natural jealousies existing between the several sections and cities of the Union all striving for commercial supremacy, it is not surprising that a distinguished member of the United States Senate once said "that if

there is a worse system of conducting the improvements of rivers and harbors anywhere in the world than our own, I would like to know where it is."

With a single industry, representing the enormous sum of \$16,219,572,845, opposed to waterways under the belief that they are detrimental to its interests, it is not surprising that the control of these works should have been gradually concentrated in the General Government, where the multitude of bills, the shortness of the session, the concentration of legislation in the hands of one or more members as to what policy shall be pursued by the dominant party, the ease with which a measure may be suppressed or talked to death, the shifting of responsibility by reference to an executive office with instructions to pigeon-hole, and the necessity of distributing the appropriations over a large extent of territory to secure the passage of bills, thus reducing the efficiency of the expenditures, are all factors in the present condition of the waterways of this country after some 40 years of experience, during which the mileage of the canals has diminished over 50 per cent., while the population has increased over 100 per cent. and the tonnage in a far greater ratio.

Legislation has barred the door to the rapid, systematic and economical development of our waterways, and it requires radical and general releases to restore the deceased watercourses and remedy the injury, but it seems like voting away patronage to authorize the States and localities to inaugurate works for their own relief and development. For purely local works within State limits, however, there can be no question as to the authority of the State to authorize and encourage such works.

Government Expenditures.

The following tabular statement of the expenditures made from the National Treasury for river and harbor improvements is very suggestive:

Years.	Amounts.	Years.	Amounts.
1822-1830.....	\$1,575,094 11	1869-1870.....	\$12,721,929 87
1830-1840.....	7,270,573 92	1870-1880.....	58,563,588 60
1840-1850.....	1,472,735 48	1880-1890.....	95,151,040 08
1850-1860.....	3,700,912 95	1890-1900.....	167,226,122 86
Total.....	\$14,019,116 46	1900-1906.....	125,527,861 00

Up to the beginning of 1867 the total expenditures were \$14,994,206.63, and yet the canal system of the country had been kept up to date, while since that time the total expenditures have amounted to \$458,015,452. These expenditures, added to the appropriation carried by the act of 1907, give an aggregate to date for the improvement of the rivers and harbors of the country of \$559,969,090, with approved projects said to exceed \$400,000,000 awaiting appropriations from the National Treasury.

As illustrating the attitude of the vested interests toward the manner in which a large part of this money was applied, it would seem to be pertinent to cite the testimony of one of the most potent railroad presidents of late years concerning the improvement of the Mississippi river by the Government. He said: "I have read all of the arguments before Congress. The outlet system is correct, and the only way to deepen the Mississippi river. If that were done, what would become of not only my own, but all the other railroads coming to New York? They would be ruined, and for that reason I would favor the levee system, for so long as that is kept up there need be no fears of the Mississippi as a competitor."

As a sequel to this statement an influential railroad president, whose lines skirt the river, has added: "Twenty years ago there were carried 100,000 bales of cotton from Memphis to New Orleans, but since the railroads passed under one management not a single bale has passed down by boat." He gives the statistics of the traffic during the past decade as follows:

	1890.	1900.
Freight by river from all sources.....	1,306,290	450,498
Freight by railroads from all sources.....	3,557,744	6,852,064

The decline in river traffic in 10 years was 1,855,792 and the increase in rail traffic was 3,294,322 tons, due not only to the greater efficiency of the railroads, but to the absence of navigation at low stages, in consequence of the efforts to confine the floods to the bed of the stream by levees, which have caused shoaling and bed elevation, with additional caving of banks and sedimentation.* The attitude of the railroad journals

*See Report Mississippi River Commission, 1903, etc.

toward waterway legislation is also set forth by an editorial published in 1888, of which the following is an extract:

"The improvement of the Texas harbors is not likely to appeal very strongly to the railroads east of the Mississippi river. Today they see freight which used to go directly across the continent taken by steamer to New Orleans and thence by rail to Denver and to Idaho and Oregon. Today the merchants of New York and Chicago are fighting against the tendency to make them way stations, as far as certain important traffic is concerned, and it is not to be expected that the railroads centering in them will take the most disinterested view of Southwestern harbor improvements. * * * The Southwest ought to have, and doubtless will have, deep harbors on the Gulf coast, and the question is how to get them. Whether it should be by Federal aid or not we will not now stop to discuss, but decidedly it should not be so long as the harbor improvements are carried on as they now are. When something like the proposed bureau of harbors and waterways is established, and the work can be thoroughly studied and organized and appropriations can be intelligently made, much proper opposition to Government aid to such work will disappear."

These comments are as true today as when they were penned, and the need of such modifications is more cogent if the country is to hold its own in the contest for the world's traffic. The mere appropriation of larger sums from the National Treasury will not provide the necessary relief, as there is no personal responsibility for results and an absence of personal initiative on the part of the officials in charge; in fact, it would seem that the regulations adopted by the committees of Congress are designed to postpone and delay as far as possible the making of appropriations for works of this class. The docket is already so full that no new projects can be considered, and even the most imperative ones under construction must take their turn, from which it appears that Congress is quite as much congested as are the railroads.

No Government Aid in 1811.

While enormous strides have been made during the past century in the facilities of transportation, the demands today are far greater than they were in 1811, when the Empire State sought national aid and failed to secure it because of the fear that such an improvement would give too great power and influence to the Empire State.

In that case it was desired merely to secure a grant of public lands, to be redeemed in 20 years, but the commissioners in reporting the refusal of Congress to this reasonable request stated frankly that "it found another idea operating with baleful effect,

though seldom and cautiously expressed. The population and resources of the State of New York furnish no pleasant reflection to men whose minds are imbued with State jealousy, and although the proposed canal must not only be of the highest importance to the Western States, as well as to the whole Union, it was obvious that an opinion of its superior benefits to this State was sedulously inculcated." To meet this feeling the commissioners prepared a general bill, in connection with the Secretary of the Treasury, setting aside 9,900,000 acres of the public domain and appropriating it to the various water routes which were projected to cover all of the States, to give them an interest in the patronage, but even this was not effective in passing the measure, for some members did not wish to hazard their prospects for re-election by voting either for or against the log-rolling bill, so that it was pigeon-holed, and New York, as well as other States, were obliged to make local appropriations for the opening up of the waterways which have contributed so greatly to the welfare of the nation, under State charters.

The same dilatory tactics have prevailed in the later efforts which have been made to secure congressional aid in the enlargement of these important avenues of trade, some of which have been on the tapir for more than a half-century, and others are underway, but with no prospect of completion for even the present draught within 50 years.

In view of the above facts, it is almost hopeless to expect to secure early relief from Government sources, and as Congress had power only over interstate commerce, it must devolve upon the State to apply its own revenues to the improvement of its own internal ways of communication, as is the present practice of most of them, in the building of roads and railroads, as well as for waterways in a few instances.

Interstate commerce is even now not under full control by the National Government, it would seem, since it is possible for a corporation of one State to lease the highways of commerce in other States and place an embargo on them for 999 years, destroy their usefulness and divert the tonnage to a more expensive system, for which the public must pay the higher costs, and also when such corporation can secure the passage of foreign legislation prohibiting the construction of canals of more than three miles in length and preventing them from entering any city, town or borough of said State. Such legislation is in violation of public utilities and an injury to the State and nation, yet it has stood upon the statute-books for over 30 years. In other cases States have passed acts prohibiting the construction of ship canals within their borders. When the merchants, manufacturers and people of the country generally realize that the highways are an integral part of their business and rights they will then demand the enactment of legislation which will enable any location, desiring the removal of obstacles to communication with the outside world, to apply its own resources to the work so that it may secure immediate results at the least cost.

Paternalism is enervating and obstructive. Local initiative is stimulating and progressive.

BIRMINGHAM DISTRICT.

Stronger Feeling Pervading the Iron Market.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., April 15.

While no actual advance in price of iron has been marked up, there is undoubtedly a stronger feeling pervading the market, and opinion is pretty near unanimous that an advance is certain. Circumstances favor it. The only factor against it is the feeling that iron is high enough. The reported taking of 200,000 tons from Northern furnaces has had the effect of imparting confidence in a double sense. It is encouragement to the buyer who has filled his requirements to have confidence in the wisdom of his course, and it encourages sellers to believe that the policy of holding will insure increased profits. When once you realize the very meagre amount of iron available for new business you wonder where the parcels changing hands every week come from. In no instances are they now of significant volume, for the reason that the anticipated output for all the deliveries has been so well absorbed.

In some quarters these sales are beginning to cause some apprehension as to comfortable delivery. Some sold against anticipated output that is not being realized, and which condition, it can be said without exaggeration, is not likely to be improved soon. The season has been a disappointing one in results. It will take substantial increase in production from now on to offset the bad results up to the present time. It should not be overlooked that the furnace output is not only disappointing as to quantity, but it is disappointing also as to quality. This is the main reason why the better grades of foundry iron are so hard to get. The furnaces have been turning out these grades in very limited supply.

The sales of iron the past week were not of significant volume either for individual orders or as the aggregate. Very small lots of iron only were offered. The buyers were seeking the sellers, and all of desirable make that could be induced was

absorbed readily. Particularly was this the case with spot and nearby iron. There was a good sprinkling of orders for analysis iron, which in frequent cases went at substantial values over regular quotations.

Some No. 1 foundry carrying 3 per cent. silicon went at \$25. Regular spot iron went at \$23 to \$23.50 and up to \$24. It must be remembered that these spot sales are for limited amounts running from car lots to 200 tons. All the furnace interests are not sellers, for all the interests are not in supply.

No. 2 foundry is quoted at both \$22 and \$22.50 for second quarter. It is in very light supply, or at least hard to bring out. Those who have it have faith in its advance to meet spot iron. For the third quarter 1000 tons of No. 2 foundry sold at \$18.50, and some smaller lots changed hands at same price. There were also sales at \$19 for the third quarter, and a few at \$19.50. For the last quarter there were sales in medium lots at \$19. No. 2 soft sold at \$23 and \$23.50 for spot, and some 400 tons at \$19.50 for last half, and one lot of 200 tons also sold at \$19.50, last half, specification iron. No. 3 foundry sold (1000 tons) at \$18. third quarter. No. 4 foundry sold in limited way at \$21 for second quarter, and \$22 was done for No. 3 foundry. Gray forge brought \$19.50 for second quarter and \$17.50 for last half. There was one order for July iron for which \$20 was paid, basis No. 2 foundry.

The range of prices makes evident the irregularity of values yet prevailing. It is becoming plainer as we advance into the year that the relative value of the deliveries must resume their normal conditions.

Either cash must decline or deferred deliveries advance. As long as the demand absorbs available spot iron and cries for more, values will not decline. Ergo, then, the deferred deliveries must advance. That point was presented in these letters several weeks ago. It is being pondered now by the trade.

The car situation is improving right along, and conditions ought soon to be

normal. One interest that had but a few weeks ago as much as 30,000 tons in yards now has less than 7000 tons. Others are more or less in same improved condition. The trifling amount now reported in furnace yards verifies statements made of the various interests being closely sold up. If there was any to spare from matured and maturing deliveries it would be coming out. The profit could not be resisted.

Scrap iron is as follows:

Old iron rails, \$23.50 to \$24.
Old iron axles, \$24 to \$25.
Old steel axles, \$15.50 to \$16.
Old car wheels, \$20.50 to \$21.50.
No. 1 railroad wrought, \$17.50.
No. 2 railroad wrought, \$16 to \$17.
No. 1 country wrought, \$15.50 to \$16.
No. 2 country wrought, \$14.50 to \$15.
No. 1 steel, \$13.50.
Machine castings, \$16.50.
Stove plate, \$14.
Borings, \$9 to \$9.50.
Cut boiler, \$13.

The pipe companies are yet full of business and there is no change to be reported in quotations.

Four and six-inch pipe is still quoted at \$35; eight, ten and twelve-inch at \$33, and large sizes at \$31. Extras, 3½ cents.

In relay rails of all sizes there continues to be great scarcity, and dealers are rushed constantly and making very slow headway in satisfactory results.

Standard rails are \$33; 12s are \$2, 16s are \$1.95, 20s are \$1.90. For car lots deduct \$1 per ton.

The annual meeting of the Birmingham Realty Co. was held this week and all the old officers were re-elected. The progress of this company represents the progress of Birmingham. When seven years ago the present official head of the company assumed his duties the company was carrying a bonded indebtedness of \$1,100,000 and had a staggering load of debts and litigation to shoulder. In the seven years of the present administration a bonded indebtedness of \$1,100,000 has been canceled and stock to amount of \$250,000 has been retired. It is now on a dividend basis with practically no debts, and still owns unincumbered the bulk of its landed property. The story of this company illustrates the kaleidoscopic changes in the fortunes of Birmingham. It is the evolution of and successor to the old Elyton Company, the founder of Birmingham.

The Sayre Mining Co. also held its annual meeting the past week and elected A. N. Cleaver president and John H. Adams vice-president and general manager; James Weisel, secretary. It was determined to increase the output, which at present is 1000 tons daily, to 1750 tons, and to continue the development already in progress.

The Warrior River Power and Electric Co. was incorporated the past week and is capitalized at \$100,000. Its object is to utilize and harness the power of the Locust Park of the Warrior river and connect it with Birmingham, and, by a canal connecting Village creek, give water transportation for this district to the Gulf coast. It is feasible. It has been discussed for years, and its realization is very probable.

For both coal and coke there is a fine demand. There is no waiting for buyers; they are doing the waiting. For coke there is an unusually brisk demand, and several round lots were placed. Prices vary according to the character of the coke, and the range of prices is from \$3.75 to \$4.50 at the ovens.

The various industries are yet full of work, and it now looks as if we had ahead of us for several months to come only bright skies and smooth-sailing seas of

prosperity, with no sign of threatening squalls.

J. M. K.

TO HELP CHARLESTON GROW.

Jobbers Banquet Traveling Men in West Virginia City.

[Special Cor. Manufacturers' Record.]

Charleston, W. Va., April 16.

The enterprising men who conduct the jobbing business of this city having become enthusiastic over the rapid increase in the population of Charleston, recently conceived the idea that each traveling representative going out from the city could be made a potent factor for Greater Charleston. They therefore invited all their traveling men to partake of a banquet at the Hotel Ruffner on the evening of Friday, April 12, with a view to imbuing them with the proper spirit of enthusiasm for the city. In consequence the time named saw such a gathering as never before sat at a banquet board in this city. Covers were laid for 189, and there was a man for every cover. The invitations had been limited to the heads of the houses getting up the entertainment, their salesmen, two officers of the Chamber of Commerce, two local newspaper men and a representative of the MANUFACTURERS' RECORD. The banquet was one of the most delightful ever spread by the Ruffner's famous manager, Col. George O. Taylor, and those who sat at table the most enthusiastic that ever attended an occasion of the kind. The souvenirs were handsome solid silver bag marks bearing the picture of a "razorback" hog and the words "Souvenir, April 12, 1907. Charleston Rooter. The Rooter Gets the Grub." The reverse side is left plain for the name of the owner. The toastmaster was C. C. Lewis, Jr., of the Lewis, Hubbard & Co. grocery house, and there were eight toasts set down on the card, seven to be responded to by representatives of the various lines represented in the jobbing business and one by a press representative. The responses were by C. K. Payne, for the shoe trade; I. Schwabe, for the clothing trade; R. G. Hubbard, for groceries; W. J. Eskew, for candies; E. A. Barnes, for dry goods; F. S. Hammond, for notions; H. S. Johnson, for electrical goods, and George Byrne, for the press, his subject being "Greater Charleston—How to Help It Grow." All the speeches breathed the spirit of patriotism and united effort, and it is felt that the effect of the entertainment will be shown in much good work for the city. The census of 1900 gave Charleston 11,000 population, and a recent pronouncement from the Census Department stated that the city would have this year about 14,000 people. The vote cast in the municipal election held March 18 was more than 5300, showing a population of more than 26,500. This has made the business men greedy, and they are now determined to make the population 50,000 by 1910.

The Kanawha & West Virginia Railroad, known as the "Blue Creek" road, has completed its line into this city, and is now running trains from its terminal on the West Side into the Blue Creek coal field. This opens up an excellent trade section to the merchants of Charleston, and as the road progresses eastward much more good territory will be made tributary. The coal field on Blue creek is a good one, but has been without the opportunity for development until the building of this road.

The contract for the masonry for the new bridge across Kanawha river at the western border of the city has been let, and work will be begun at once. This bridge will be used by the four railroads now operating lines into the city, by the traction company, and will also have roadway and sidewalks for wagons and foot

passengers. The traction company announces that it will extend its line to St. Albans, 12 miles west, at once, having it ready to operate by the time the bridge is completed. This extension will run through the new town of South Charleston, just now being laid off, in which it is proposed to locate some very large manufacturing plants.

As part of the general plan for making this new town a desirable manufacturing location, a company has just been formed for furnishing gas to such plants as locate there for five cents per 1000 feet. The members of the company are W. E. and J. E. Chilton, E. T. Crawford, W. L. Ashby and other well-known citizens of Charleston. They have two big gas fields already developed in Roane, Kanawha and Putnam counties, and the fluid will be piped to this city as soon as the pipe can be secured and laid. There is already a production of 12,000,000 feet daily on the property of the company, and it has sufficient land in approved territory to make a plentiful supply a certainty.

The demand for dwelling-houses and business buildings still largely exceeds the supply, and the real-estate men are led by present prospects to believe there will be a rapid movement in their business as soon as spring weather arrives, followed by a great deal of building and the location here of many new people.

Electricity at Jamestown Exposition.

Distinct among such wonderful attractions as the great army and navy rendezvous, the international submarine races and the air ships' contests at the Jamestown Exposition will be the magnificent electrical illumination and display. Electricity will be the most important factor throughout the exposition. The grounds will be dazzling under the brilliant light of thousands of electric lights. The illumination of the greatest harbor in the world will surpass anything of its kind ever attempted. Thousands of small craft, hundreds of large ships and steamers and the huge men-of-war will be gay with many-colored lights, and powerful electrical searchlights will streak the heavens over Hampton Roads.

It is expected that the electrical illumination of this exposition will even surpass the wonderful effects obtained at the Pan-American. In no other industrial field in the world have there been such strides in the past few years as in electricity. Visitors will be shown the very latest inventions and discoveries in wireless telegraphy, wireless telephony, electrical heating and power. Their hunger will be satisfied with food cooked in electrical utensils; they will be shown hundreds of new motor-driven labor-saving devices and a large number of novel applications of the electrical current.

For the first time a national exposition will be entirely operated by electricity furnished by modern steam turbines. These new rotating steam turbines have many advantages over the old reciprocating engines, and this is especially true in the development of electrical current. The Norfolk Railway & Light Co. has contracted to furnish all the electricity required for illumination and power purposes. The addition of the "load" has made necessary a very large increase in the equipment, and a number of large Curtis turbine generator units have been purchased. The electricity will be transmitted from Norfolk to the exposition grounds on a specially-constructed line, and will be transferred and distributed through a large substation in Machinery Hall. This substation will be a model of its kind, and represents the engineering practice in such work. Here will be located large air-cooled transformers for transforming the current used in

the general illumination of the grounds and buildings. Another type of transformer controls the current for the arc lamps used for police lighting. In this building will also be located powerful motor generator sets, which will provide direct current of suitable voltage for the operation of searchlights and small motors.

The switchboard for controlling the electricity used on the grounds will be located on an elevated platform, and is the product of the highest class of engineering construction. Following the example of all the recent national exhibitions, the Edison lamp will be used in illuminating the grounds and buildings. The General Electric Co. will furnish the entire electrical equipment, including a number of the naval type of searchlights, to be used from the highest buildings in conjunction with the display of powerful lights from the naval fleets.

Rice Irrigation and Milling.

The MANUFACTURERS' RECORD has previously referred at some length to the proposition of the Union Irrigating Co. for building an irrigation canal in St. Landry parish, Louisiana. Attention is being directed to the enterprise at this time by the following report from New Orleans:

"The promoter of the enterprise is J. Franklin Schell of Opelousas, who has just returned to St. Landry after six months spent in Pennsylvania in connection with the undertaking. By the middle of June, Mr. Schell announces, work will begin on the main canal, the contract for which calls for the delivery of the plant ready for operation on April 1, 1908. The project includes seven miles of main canal, starting at Washington and going in a westerly direction, and 60 miles of lateral waterways in the territory west of Opelousas. In connection with the canal system a rice mill with a capacity of 500 barrels ever 12 hours is to be erected at Washington and be ready for delivery by August, 1908.

"The pumping plant will consist of two pumps with a capacity of 75,000 gallons of water per minute each, directly connected with two 1000-horse-power compound condensing engines. It is estimated that this system of combined canals will irrigate 25,000 acres of land.

"Mr. Schell is arranging to receive about May 1 a party of 150 Pennsylvanians who will visit St. Landry and contiguous parishes on a prospecting tour. They are being brought South by Mr. Schell with a view to interesting them not only in the canal project, but in the country generally.

"It is proposed to extend the Union Irrigation Co.'s irrigation system until finally it embraces the entire rice belt of Southwestern Louisiana."

Nashville's Flouring Mills.

In referring to the flour mills of the city of Nashville, Tenn., the *American Miller* said recently:

"Should the officers of the United States Army be commissioned to deal out the products of the mills of Nashville, Tenn., they would be able to feed 1,500,000 mouths daily. There is one mill in Nashville which requires for a full day's run 18,000 bushels of wheat. One hundred and eight thousand bushels pass over the rolls in a week and 7,400,000 in a year. An approximate total of Nashville's entire production is reached by adding one-fourth to the figures enumerated. Measured in carloads, Nashville requires every day a trainload of wheat to keep the hum of industry at its height in the great milling establishments.

"It is estimated Nashville mills manufacture 5000 barrels of flour each 24 hours. The territory in which this flour is dis-

tributed covers the States of Alabama, Tennessee, Georgia, North and South Carolina, Florida, Virginia, Louisiana and Mississippi, while several other States are entered to a greater or less extent, in addition to a large export business.

To successfully cover a territory of this size and extent over 12,000 dealers are customers of the Nashville mills and handle their products, some of them continually, others intermittently, but the full number at some stage of the year's business.

"Upon its own pay-roll the Liberty Mills can number directly and indirectly about 600 breadwinners. With the usual allowance, 750 employees is a safe estimate to place upon the entire number of men employed by the mills of Nashville. This number embraces about 400 operatives, men actually engaged in the business of making flour. The clerical or office forces will number approximately one-tenth of that number, while the sales staff that sends orders into Nashville for flour every day in the year will number approximately 15, not including 100-odd brokers whose busy, hustling lives are devoted partially to securing orders for flour made in Nashville.

"Outside of the several branches of the milling trade mentioned, over 1000 wage-earners in the city of Nashville are dependent upon the mills for support through the demand created for bag and barrel factory operatives, transfer company employees and similar allied trades.

"Over and above the total number of employees of the Nashville mills, as estimated, the Liberty Mills, which is the largest of the Nashville group, maintains a working force in four regular depots."

MIDDLESBORO ACTIVITIES.

Expansion of Coal Mining in the Tri-State Region.

[Special Cor. Manufacturers' Record.]
Middlesboro, Ky., April 15.

The opening of spring has led to renewed activity in building railroad extensions and opening of new coal mines in the Kentucky-Tennessee-Virginia fields centering around this point. A number of new companies have entered the field during the past few days, and working forces on the various railroads now being extended through the mountains have been increased with the beginning of better weather.

The Mary Moore Coal Co. was organized here this week with a capital stock of \$30,000. The projectors are Blevins Hudnall of this city, W. P. Claiborne, D. E. Pate and Wm. Gillenwaters of Knoxville. A desirable acreage has been secured on the Louisville & Nashville Railroad a few miles from this city, and it is planned to develop the coal during the coming few months.

Great activity now prevails in the field bordering the Knox-Bell line in Kentucky. The largest operation, belonging to the Cumberland Coal Co., Warren, Ky., was leased this week to Col. John G. Matthews, president of the Matthews-Jellico Coal Co., Barboursville, Ky. Colonel Matthews will increase the output of the Cumberland mines, which were opened about a year ago at an expense of over \$100,000. Another change in that section was the purchase of the Elk Coal Co.'s mines, on Greasy creek, by S. Shaffer of Pineville and associates. These mines were opened recently, W. C. Black of Barboursville owning the controlling interest. An association of Jellico (Tenn.) capitalists has purchased from James D. Black and associates of Barboursville an acreage in the Brush creek fields, on the Cumberland Railroad, and will probably begin developments this summer.

The Cumberland Railroad Co. has several large forces of men at work on the Jellico extension, 27 miles in length, and its completion will be of great benefit to the coal companies now operating in the Brush creek fields. Two tunnels are now being dug through the mountains. The extension will probably be completed within a year.

A setback to proposed coal developments in the Knox-Whitley field was caused by the decision of the Louisville & Nashville system to abandon the construction of the Pine Mountain Railroad, designed to extend from Pineville to Williamsburg, a distance of 35 miles. Considerable progress had been made on grading and track-laying when the order to cease work was issued. The line may eventually be constructed, as large investments have been made in the coal fields and a vast acreage of coal would be placed in touch with development forces through the building of the line.

The Moss Rock Coal Co., capitalized at \$10,000, was organized last week at Barboursville by D. W. Clark, Mrs. C. F. Clark and G. W. Taylor. An acreage on which a fine grade of fire-clay has been found will be developed this summer. Two veins of coal have been discovered.

The Black Mountain Railroad has been extended into the Black Mountain fields of Virginia, and about a dozen large mining operations have been established along the length of the line. The Louisville & Nashville is extending a branch line into the same field, and great progress is being made in coal developments in the new field, which is about 20 miles from this city.

On the Tennessee side the operations in the Mingo Hollow region are working to full capacity, and during the summer the prospects are bright for several additions to the working forces. The American Association of this city owns the Mingo Hollow region, and is subleasing territory to operating concerns. A number of deals are now pending.

The Southern Railroad officials deny current reports that they are preparing to begin the extension of their proposed line from this city to Harlan county at an early date. Four years ago the Southern surveyed a line from Middlesboro into the coal fields of Harlan county, and most of the right of way was secured, but since then nothing looking to its construction has been started. W. S. HUDSON.

Wood-Fiber Plaster Plants.

In its industrial news department last week the MANUFACTURERS' RECORD reported the incorporation of the Nashville Wood Fiber Co. of Nashville, Tenn., E. M. Forbes and others being the incorporators. The Nashville company plans to build seven or eight wood-fiber plaster plants in the South and Southwest, and will at once arrange to erect one at Nashville. It will erect a frame building of mill construction, 40x60 feet, to be equipped with 30-horse-power electric motor, wood-fiber machine, hair picker, clay grinder, sand drier and cup elevators. The building will cost about \$3000 and the equipment about \$12,000. A daily capacity of 30 tons will be provided for. The company wants the machinery referred to, and it can be addressed to E. M. Forbes, who is the engineer and managing officer in charge, Maxwell House, Nashville, Tenn.

Big Texas Sugar Mill.

A recent announcement indicates that Texas' sugar interests are receiving the attention they merit. It refers to the organization of the Ohio & Texas Sugar Co., with a capital stock of \$1,500,000, for the purpose of building a big sugar mill at Brownsville, Texas. Construction is to

begin soon, and the plant is expected to be ready for operation, with a daily capacity of 1000 tons, by next October. Sugarcane is being successfully grown near Brownsville, and it is reported that 3000 acres will be in cultivation next year. The Ohio & Texas Sugar Co. has the following officers: President, F. H. Lindenberg of the Columbus Brass Works, Columbus, Ohio; vice-president, P. E. Blalock, a sugar-cane grower, Brownsville; second vice-president, F. A. Winder of the Sunday Creek Coal Co., Columbus, Ohio, and treasurer, Charles R. Mayers, president of the First National Bank, Columbus, Ohio.

Big Municipal Improvements.

Referring editorially to the extensive municipal improvements to be undertaken by Fort Smith, Ark., the *News-Record* of that city says:

"The fact that Fort Smith has undertaken and will carry out the most extensive paving, sewerage and sidewalk contract ever attempted by any city at one time is being liberally commented upon by the press of the country, especially by engineering journals.

"Some of the large cities have carried out municipal improvements of equal magnitude, but not in the line of street and sanitary work. Mammoth contracts involving millions have been made along some special line, but the work has invariably extended over a long term of years.

"Fort Smith has undertaken to put in over 70 miles of brick paving and sanitary sewers, costing more than \$2,125,000, within a space of two years.

"The undertaking is unprecedented in the history of municipal improvement in this or any other country.

"It stamps Fort Smith as a city which does things, and evidences a push and get-there spirit which will place this city in the forefront of enterprise and business activity.

"The material for the work on this great contract will be manufactured right here in Fort Smith, and so far as possible local labor will be employed in the work."

Unusual activity has prevailed in the South for several years past in municipal improvements undertaken by both small and large cities, towns and counties. One of the cities which will provide for important construction this year is Knoxville, Tenn. Details of the various classes of work have been mentioned at different times in the MANUFACTURERS' RECORD. Knoxville's plans for 1907 may be outlined as follows:

Paving streets, \$300,000; new schoolhouses, \$45,000; Asylum-avenue viaduct, \$50,000; sewers and laterals, \$31,000; repairing bridges, \$21,000; widening Clinch street and Central street, \$20,000, and new fire halls and equipment, \$30,000. This is a total of \$497,000. Work on the street paving and the sewers has already begun, and within 30 days bids will be invited on the other work.

Electric Plant on Warrior River.

Announcement is made that the Warrior River Power & Electric Co. of Birmingham, Ala., will be incorporated with a capital stock of \$100,000 for the purpose of developing power on Locust fork of the Black Warrior river. The company plans to build a dam and develop power, which will be transmitted by electricity for general power and lighting purposes, especially in connection with future plans for building a barge canal from Locust fork to Birmingham and developing mines and quarries. The officers of the enterprise are: President, M. C. McGannon of Nashville, Tenn.; vice-president, Albert Hudson, also of Nashville, and secretary-treasurer, Edgar A. McCord of Albertville,

Ala. (In February the MANUFACTURERS' RECORD briefly mentioned a proposition of this character as proposed for Locust fork.)

To Build Chemical Engines.

Industrial growth continues at Charleston, W. Va., and the latest manufacturing enterprise reported for the city is worthy of special mention. This will be a plant for building chemical engines for fire protection, chemicals and fireproofing materials, high-pressure air compressors, etc. It will be built by the Kanawha Chemical Engine Manufacturing Co., just incorporated with a capital stock of \$100,000 to introduce the inventions of Dr. J. O. Banning of Hartford, Conn. Six buildings will be erected, four of them to be 45x120 feet each, for foundry, machine shop, assembling-house, etc., to be constructed of concrete blocks. Officers of the company: President, Ellis Crawford; vice-president, Walter Ashby; secretary-treasurer, W. W. Woodroe, and manager, Howard Abbott; offices in Boyce Building, Kanawha street.

Cardboard from Grass.

A new industry to be established at Mobile, Ala., is outlined in a statement issued during the past week. It will be a plant for manufacturing cardboard from the swamp grass found in quantities near Mobile. The grass is similar to the esparto grass of Africa, large quantities of which are used for paper manufacture in Europe. The plant will be built by a company now being organized with a capital stock of \$100,000 by Messrs. J. W. Burge of Mobile, F. M. Phillips of New Orleans, La., and S. D. Squires of Dayton, Ohio. The latter is largely interested in paper mills, and Mr. Burge has been making experiments with the swamp grass for a year past.

Engine Works' Big Order.

Among the important improvements which the Government is providing at the National Capital is the central plant to furnish electricity for lighting, heating and power purposes in the group of buildings immediately surrounding the Capitol. These buildings, include the Capitol itself, the new Senate and House office buildings and the Congressional Library. Contract for the boilers for the plant, said to be the largest order ever placed by the Government, has been awarded to the Atlas Engine Works of Indianapolis, Ind. It calls for 16 600-horse-power high-pressure water-tube boilers. Four 2000-kilowatt Westinghouse-Parsons turbines will be a part of the equipment.

To Develop 4000 Horse-Power.

It is proposed to develop 4000 horse-power at the fish dam on the Holston river, 10 miles from Bristol, Tenn., and distribute the electricity for power and lighting purposes. Messrs. Chas. Hall Davis and associates of Petersburg, Va., have submitted to the city of Bristol, through their engineers, Charles Hansel & Co. of New York, the proposition to build the plant, intending to deliver the electricity to a substation for transmission to users. Mr. Theodore Swann and associates of Bristol are organizing the distributing company.

A feature of the twenty-third annual convention of the Texas Bankers' Association, to meet at Corpus Christi May 28-30, will be an address on waterway improvement by Congressman Joseph E. Ransdell of Louisiana, member of the rivers and harbors committee of the House of Representatives and president of the National Rivers and Harbors Congress.

CURRENT EVENTS AS VIEWED BY OTHERS

CONCRETE VS. CORROSION.

[*Scientific American.*]

One of the strongest recommendations for the use of armored concrete, and for the use of concrete as a protective envelope for structural steel in tall buildings, is the fact, or the belief, that concrete effectually prevents the corrosion of the imbedded material. As far as we are aware, nothing has transpired where concrete has been used for structural or protective purposes under normal conditions to shake this confidence.

The question has recently been raised, or rather revived, as to whether, under certain conditions, the steel of reinforced concrete may not be subject to the destructive effects of electrolysis. The revival of interest is due to some experiments recently made by Mr. A. A. Knudson of this city, and reported a few weeks ago to the American Institute of Electrical Engineers. The experiments were carried out as follows: Some blocks of one-to-one Portland cement sand concrete were molded in a common metal water pail, with a piece of two-inch wrought-iron pipe placed vertically within the blocks to a depth of about eight inches. When the blocks were three years old one of them was placed in a tank of sea water and another in a tank of fresh water and direct current was fed to the iron pipe in the center of each block, the negative electrode consisting of a piece of sheet iron placed in the tank. A third block, similar to the other two, was placed in a tank of sea water, but was not subjected to the electric current. After a period of 30 days the last-named block was found to be in perfect condition and the imbedded pipe was perfectly bright. But the two other blocks, which had developed cracks during the test, were easily broken open; yellowish deposits were found in the cracks, where the concrete had deteriorated to such a degree that it could be cut easily with a knife, and the pipes were considerably corroded, showing a loss of weight of over 2 per cent. Similar results were obtained in tests with blocks of standard Rosendale cement made in the same mold, although in this case the blocks were tested 30 days after they had been made. The cracking of the concrete appeared as early as the sixth day of the test, and by the eighteenth day they looked as though they might fall apart. One of the pipes showed a corrosion similar to the pitting action of underground electrolysis, a hole $\frac{1}{8} \times 1$ inch being formed through the wall of the pipe.

It cannot be denied that these results are of profound significance. They call for careful investigation on the part of concrete engineers and the provision of special means of insulation in all cases where imbedded structural steel or the reinforcing material of armored concrete is liable to attack by stray currents in the neighborhood of wet foundations. The whole subject of electrolysis, which, because of the exaggerated use to which it has been put by a sensational press, has not received from technical men the attention which it deserves, should be made the subject of a searching investigation with a view to determining the laws and limits of this form of corrosion.

BRAZIL.

[*Hartford (Conn.) Courant.*]

When the census men went their rounds in 1890 they found 14,333,915 Brazilians. There are some millions more than that now, as the coming census will show. Immigration has been pouring into Brazil since 1890—capital, too, we may add. It's

pretty well known that in three States there are now more than 1,000,000 Germans and children of Germans—500,444 in Rio Grande do Sul, 180,000 in Parana, 80,000 in Santa Caterina. Immigrants from Germany, Italy, Portugal, the Azores, the Canaries, are arriving in Brazil at the rate of (say) 100,000 a year. Presently, if all reports be true, there will be an immigration from Japan.

In nine months of 1906 Brazil shipped from her ports to foreign ports merchandise valued at \$168,922,975, against a total of \$149,994,975 in the corresponding months of the previous year. Her shipments to the United States last year came to \$80,416,542; her purchases from the United States cost her \$14,430,471. Our trade with Brazil will not always be such a onesided trade as that.

WORKMEN'S HOMES SCARCE.

[*Iron Age.*]

A number of important manufacturing industries located away from large centers of population, and even some of those in cities of considerable size, have been compelled to create villages of their own, building houses for their employees, because of the scarcity of rentable property. This scarcity is partly due to the very rapid growth of manufacturing and the consequent increased forces of workmen required, and partly to the fact that private enterprise is shunning this class of investment property because of the very high prices of all kinds of building materials. While a great deal of new building of all descriptions is being done, not enough of it is of the sort that is available for the average workman, who wishes comfort at a moderate price. Workmen have been able to pick and choose their places of employment during the past year or two. Once satisfied to travel considerable distances night and morning between their homes and their work, they have been more inclined of late to seek employment where they can have a comfortable home near at hand, that less of their leisure time may be consumed in daily travel. The result is a condition which is compelling some manufacturing establishments to provide homes for their men.

The textile mills have always maintained villages of their own, and in the past have made satisfactory profits from this class of investment. Occasionally a metal-working establishment located in the country has had its own village, in order that its workmen might have homes nearby. Model factory villages, established in connection with industries seeking the most perfect environment for their help, have been much discussed. But today a new class of shop and factory community has come into existence, compelled by force of circumstances, not as an investment which will net profits of any amount, but in order that industrial forces may be maintained at full strength, and that growth may be possible by the addition of more men as they are required.

Instances could be cited of works which have been compelled to do their expanding in several communities instead of in one, because of the scarcity of labor due to an inadequate supply of rentable houses of the right sort. Some small cities and large towns have been serious losers because their real-estate owners did not make provision for the housing of the families of workmen who would contribute to their growth and wealth. There are cities which would be better served by associations organized to provide workmen's homes than

by the encouragement of new industries.

The general condition is fully appreciated by those managing great establishments, whose growth has been more than normal during the past few years, in which the prices of building materials have so greatly advanced. They realize that something must be done to keep their people satisfied in this respect and to provide suitable homes for new men as they are gathered from other places where industrial growth is not so rapid. The manufacturer who provides such buildings is, of course, contented with a smaller percentage of income from the investment than the private individual, whose only viewpoint is that of the actual return on his money from each house owned by him. This latter consideration has made itself felt in another form, namely, a material advance in rents, which is another strong incentive to workmen to seek employment where manufacturers provide houses for their employees.

PILGRIMAGE OF PEACE.

[*Chicago (Ill.) Record-Herald.*]

Editor Stead is versatile, original and picturesque. He has the dramatic or theatrical instinct, and his schemes are calculated to attract popular attention. Their net benefits to the world at large are not, however, necessarily in proper proportion to the sensation they create.

Mr. Stead's latest is an international pilgrimage of peace. He is too modest to suggest that it be called "Stead's pilgrimage," but the irreverent may be trusted to do their own labeling. The scheme is, briefly, this: Each country is to select in some way—Mr. Stead has kindly nominated the American delegates—a small group of peace apostles from the ranks of its most eminent private citizens, and the several groups are to invade The Hague at the time of the peace conference, so-called, and make a great demonstration in favor of an immediate arrest of armaments, mediation and arbitration, and provision for a continuous and officially endowed propaganda of peace.

To make the pilgrimage more spectacular and impressive, Mr. Stead would have the American group start first, proceed to London, to be joined by the waiting English group, and, thus re-enforced, move from capital to capital, receive in each halting place fresh additions and proclaim to each sovereign the gospel of peace.

It's a wonderful plan. Mr. Stead assures the world that rulers and prime ministers have received it, privately, with genuine enthusiasm, and he is having the time of his life interviewing distinguished people and enlisting their active aid and sympathy.

Without wishing to throw cold water on it, it is permissible to remark that the "enthusiastic" sovereigns and premiers have pretty successfully disguised their emotions up to this time—perhaps to surprise and glorify Mr. Stead. They have been parleying and negotiating to keep limitation of armaments, to say nothing about obligatory arbitration, off the program of the conference, and there has been so much friction that many sincere lovers of peace and international good-will are beginning to question the utility of the whole affair under the present unfavorable circumstances.

Perhaps Mr. Stead will undertake, by an individual pilgrimage, to pave the way and insure the success of the greater pilgrimage and demonstration he is so eloquently advocating. The painful misgivings of the

many doubting Thomases should be quieted at once, for time presses and Mr. Stead has not an hour to lose.

SOUTHWEST TEXAS SUGAR.

[*San Antonio (Texas) Express.*]

It is claimed for Southwest Texas that the ribbon cane there is of a superior quality, and that the yield to the acre is not exceeded anywhere in the world. It is also a fact that Southwest Texas took the prize at the St. Louis World's Fair for the best exhibit of sugar-cane.

These circumstances considered, it is not surprising to learn that a \$300,000 sugar mill is to be built near Brownsville and that thousands of acres of land are to be added to the area planted in sugar-cane. This land, it is said, will yield 8000 pounds of sugar to the acre, with an estimated profit to the cane-grower of \$213.50 an acre on his crop. Considering the average price of land in Southwest Texas, this is a big return. The best cotton land does not produce more than a bale to the acre and an average of \$50 a bale is a big price.

In Southwest Texas there are other crops that yield enormous profits. The reports from the onion crops, from alfalfa, from fruits and vegetables, are in some cases almost beyond belief. It is not very long since much of the land now being so profitably devoted to agriculture was given up to the pasturage of cattle and sheep or left in idleness because it had not been penetrated by thrift and industry. Now farms and orchards are being planted and the wilderness is being converted into a garden spot and the eyes of the world are being turned to Southwest Texas.

A few years ago Southwest Texas was hardly thought of as a sugar proposition, but now it appears that it is to rival Louisiana and the southeast portion of the State in the extent and value of its sugar production.

PROSPERITY AND PRODIGALITY.

[*Springfield (Mass.) Republican.*]

A French business man visiting in this country is quoted as saying that what surprises him most is the reckless way in which our people spend money. In France every laborer, no matter how humble or how small his pay, contrives to save something year by year; there also business men work and save and look forward to being able to retire. Here, on the contrary, as this Frenchman observes, workingmen seem to be bent more upon spending their earnings than saving, while business men appear never to think of retiring, but work on for mere sake of working and accumulating and displaying their riches in generous living and expenditure.

This visitor comes among us in a time when our people are filled full to drunkenness with the sense of their own great and everlasting material prosperity and of the needlessness of having any care for the morrow. We are at all times the most prodigal and self-indulgent of people in relation to the product of industry, and in times of great prosperity it is a national trait most strikingly in evidence. Indeed, one of the speakers at an Appomattox-day banquet in Chicago Tuesday, Congressman Cushman of Washington, said it appeared to him as though most of his countrymen were possessed of the desire to live "on the instalment plant," "they want to become immediately possessed of everything they desire in the fulness thereof, and to pay for it at any old time in the future." It was as though much of the country was

trying to ride "in a mortgaged automobile on borrowed gasoline."

This is putting the case picturesquely, but not altogether untruthfully. A national weakness which immediately strikes the attention of the visiting Frenchman does not escape notice in our own midst when aggravated by such industrial conditions as have lately prevailed. It may be said that this recklessness of expenditure is indeed a cause and support of the abounding "prosperity" which induces it; that we thus fatten what we feed on so wastefully, and that is true to an extent no doubt, and being true, the question arises of what special advantage to the country it is to fall into such an extreme of industrial activity when the wastes of consumption may more than keep pace with the gains in volume of production.

It is probably no exaggeration to say that consumption does thus tend to outrun production in such a time, and that here we have one explanation of the great scarcity of capital in relation to the demand. The demand for capital has, of course, been enormously stimulated by the general industrial conditions, but we may also believe that the current contributing supply to the general fund of capital has fallen off through the reckless and wasteful consumption of capital goods induced by an exaggerated sense of prosperity. Add to this such an extensive and special destruction of previously accumulated capital as was involved in the San Francisco disaster, and the country's pinch for funds to carry on its projects finds an explanation on the side of more slowly increasing supply as well as on that of rapidly-increasing demand.

It is undoubtedly during what we call our hard times that the capital supply of the country is best conserved and most largely added to, and the substantial wealth of the country increased. If the economy and saving of such times were to become more of a national habit, after the manner of France, we should miss such wild periods of prosperity as are now being enjoyed, but the country would be the gainer in the long run and grow faster in material well-being.

SUPPLEMENTING RAILROADS.

[Minneapolis Tribune.]

In France and Germany water traffic has increased in spite of the railroads, with continual artificial improvement of its channels.

Everywhere rivers have been deepened or converted into canals, canals have been dug and a network of water routes created to parallel the railroads for carriage of heavy freight and regulation of rates on all traffic. Germany has more than one mile of artificial waterway for every four miles of railroad; France, nearly one mile of waterway for every three miles of railroad, and the water traffic in both countries is increasing year by year.

We can make no such showing as this in the United States, in spite of the hundreds of million dollars scattered in river and harbor bills and our magnificent system of natural water channels. Here the railroads have paralleled the water routes and taken traffic away from them, except those that are deep and continuous by nature, because the Government has been slow to support and protect the natural cheap traffic of the people.

Besides, money comes so easily in this country that so far we have not cared as much as French and German peasants for the cheapest transportation. Some time we must care more or go hungry.

Traffic on the Mississippi and its tributaries reached the highest point about five years after the war, declined gradually for nearly 20 years and rapidly for the next 20 under competition of extensive railroad rebates to competing points. Now that re-

bates no longer exist, perhaps there is good hope of reviving it.

GALVESTON GOVERNMENT.

[New York Tribune.]

The so-called Galveston plan of municipal government is making rapid progress in this country. A few days ago the Legislature of Iowa passed a bill permitting the larger cities of that State to reorganize their governments after the Texas model. Kansas and South Dakota also have recently passed similar laws. Memphis is now planning to obtain a new charter providing for a government like Galveston's, and we believe other Southern cities are discussing the desirability of adopting the idea. There is almost a rush to try the new system, which has worked so well in Galveston and Houston.

Galveston's government would be essentially like that of a business corporation with a president and board of directors, if corporation directors were salaried officers and devoted all their time to the affairs of the corporation. Galveston is ruled by a commission consisting of a mayor and four commissioners, much as if in this city we should do away with the Board of Aldermen and other elective officials and set up the Board of Estimate and Apportionment as the city government. The commission took hold of Galveston just after the flood, and was remarkably successful in re-establishing the city. Houston had an inefficient government of the usual sort, and suffered from neglect, waste and dishonesty. The floating debt was \$400,000. In a few years the commission retired the debt, paved the streets, built schools, improved the water supply, and while doing all this reduced the tax rate.

In the comparatively small cities in which the system has been tried the mayor and commissioners each act as heads of departments, the mayor, for instance, as head of the police and fire departments, the other departments being assigned by vote of the majority of the board to the other commissioners. The commission acts as the city legislature, the mayor having no veto power. Subordinate city officials, like city clerk, attorney, treasurer, auditor, engineer, police judges, are appointed by the board. The obvious advantage of the plan is great centralization of authority. For instance, no such confusion could exist as exists in this city regarding responsibility for the shocking condition of the street pavements. The whole board would be responsible, and particularly the individual commissioner in whose special charge the maintenance of the streets had been placed.

MUNICIPAL WASTES.

[Consul F. W. Mabin in Daily Consular Reports.]

Ashes, kitchen scraps and house refuse generally in Nottingham are placed in metal barrels or larger receptacles at the rear of the premises and removed weekly by city employees.

The total weight of this refuse is about 1500 tons a week. It is burned in two city refuse destructors. This requires no other fuel except a trifle for starting the fire on Mondays, and enough steam is produced by the destructors to provide electricity for a third of the needs of the tramway system. Some of the electricity is also used for lighting purposes.

Only tin cans and the like are separated from the refuse and sold. All the rest is destroyed.

The city owns two destructors, costing respectively, \$38,932 and \$102,196. The more expensive one is equipped with electric machinery costing \$12,166, connected with the tramway lines. The cost of wages and other expenses of the destructors average about 35 cents a ton of refuse burned. The average quantity of electric units produced is 44.23 per ton. Though

the system of converting refuse into electricity works admirably here and is a saving to the taxpayers, it is stated that only 40 other towns in the country use anything similar.

Besides electricity, the Nottingham corporation produces from the house refuse more street-paving stones than it can use. A plant connected with the main destructor mixes the clinkers with cement and places the composition under hydraulic pressure. The product is said to be even harder than stone, and can be used for building purposes as well as street paving. The operation, being new, is still somewhat experimental, but the engineer in charge says the product will wear longer than the paving stones commonly used, while costing the city less than half as much. Another destructor, larger than either of the two now operating, is contemplated by the city authorities.

The sewage of Nottingham is spread upon a farm of 1894 acres about five miles from the city. The land, having a gravelly subsoil, is well suited to filtration. About 10,000,000 gallons of sewage are run upon the farm every 24 hours. The total annual expense of the farm is about \$80,000. The total income from the farm amounts to substantially the same.

COTTON BAGGING.

[Memphis (Tenn.) Commercial Appeal.]

It is reported that the officers of the Farmers' Union contemplate an active crusade looking to the substitution of cotton bagging for the jute material now in use. The idea is that a bagging made of cotton will not only give a better and more effectual protection to bales of this staple, but that the use of cotton for this purpose will augment the market and create a larger demand for it. Both reasons are sound reasons, and should the Farmers' Union take up the matter vigorously it should receive the active assistance of every cotton producer in the South. Indeed, victory of this sort is something to strive for by everyone within the cotton belt, and if achieved this section will owe a debt of gratitude to this union.

A purpose of this kind, being strictly business and utilitarian, is within the province of any set of men, whether joined together for brotherhood or business. It appeals to the sensible in the community, as it makes for the betterment of that community's product, and it is an object worthy of the best efforts both of the Farmers' Union and of the South in general.

COTTON GOODS MARKET.

[New York Journal of Commerce.]

One of the most prominent manufacturers in the South discussed the mill situation there with his selling house force within a few days, and cited some things which he believes will maintain cotton goods prices for several months to come.

At the present time from 10 to 15 per cent. of the spinning-frames and looms in most centers are idle because of a lack of operatives to run them. There will be a still greater scarcity of available help in the next few months, not only because the farms will draw from the mills, but because the workers have earned enough to keep them comfortably without working during the very hot spell.

There is no let-up in the demand for either goods or yarns, so far as he can see.

There are not enough goods being produced to supply the demand, and he said he was in a position to know that American machinery manufacturers were never any better employed. Consequently, there can be no great addition to the output this year.

The South is beginning to realize how greatly costs have increased in the past two years, not only because of a limited production, but because of direct advances. The average pay of weavers in one center

is between \$23 and \$24, and he said he knew instances of weavers who earn as high as \$29 every two weeks.

These things are working for a stronger market in two ways. The manufacturer will not sell at a low price because he cannot afford to do so, and the operative is constantly getting more money and is spending it in a very generous way on his clothing and his housefurnishings.

He cited the instance of many of his operatives who have carpeted their floors and bought lace curtains for their windows. They are looking for better cotton wearing apparel. The South is a larger user as well as a producer of cotton fabrics than ever before, and he looks to see a continued increase in the demand from that quarter of the country. He does not think that the demand of today is so much the result of an abnormal need of goods as it is the proof that the country is not making goods enough to go around in a rapidly-increasing population.

EARLY AND LATE.

[Wall Street Journal.]

From the eagerness with which so many people are predicting a business recession one would think they wanted it, though, of course, they don't.

Up to this date the recession hasn't put in an appearance. Everything else is early, but that is late. The winter wheat report is excellent, and an early and large crop is in prospect. The Southern crops are all early, and an early harvest is expected.

Business, as reported by every leading industrial corporation and mercantile house, is in excess of the records of even last year. The money market is returning to more normal conditions, and the early liquidation in stocks has cleared the air.

The worst feature at present is the early commencement of the Presidential campaign. The first gun was fired from the White House a few days ago. Another gun has been fired by Mr. Bryan in his letter to the *Wall Street Journal*, and Senator Foraker fired a gun in Ohio last night.

SPEED OF RAILROADS.

[New York World.]

Are railway managers preparing to confess that they cannot run their trains with safety at the present rate of speed? What other conclusion can be drawn from the recent conferences of Western passenger officials relative to a lengthening of the express schedule between Chicago and Pacific coast points?

In 1882, with 30-ton locomotives, lighter rolling stock generally and over 60-pound rails, the Shore Line expresses between Boston and New York made in six hours and 22 minutes the run which the road's ordinary expresses now make in six hours. In the circumstances, was not this schedule fully as severe a test of operating efficiency as that now maintained by the five-hour trains hauled by 75-ton locomotives over 100-pound rails and over a roadway on which 25 years of improvements have been spent? In 1882 also the New York & New England road, under the handicap of an inferior equipment and limited resources, was running through cars between Boston and Washington in 10 hours and 40 minutes, a schedule comparing very favorably with the 13 hours and 25 minutes consumed by the Federal Express.

In that year the Burlington inaugurated its fast "Number One" between Chicago and Denver, covering the 1018 miles in 27 hours and 30 minutes. This was at the rate of above 36 miles an hour, or more than a mile an hour faster than the average speed of the transcontinental trains which it is proposed to slow down. Is not the present-day manager, with his superior operating facilities, equal to the task his predecessors set for him? As a matter of

fact, the Union Pacific's Overland Limited, inaugurated in 1899 to cover the 2282 miles between Chicago and San Francisco in 70 hours, now occupies 71 hours and 26 minutes in the run. The New York Central's Southwestern Limited, put on in 1889 to make the 1170 miles to St. Louis in 26 hours and 56 minutes, maintains its original schedule to this day.

The increased congestion of both freight and passenger traffic without, as Mr. Hill pointed out, a corresponding increase of track room makes the problem harder for the present-day manager. But that he can even entertain the notion of retreating suggests unflattering comparisons—comparisons not only with those who have gone before him, but with the managers of British and French railways, who continue to run the fastest trains in the world without a mounting accident roll.

LESSONS IN FORESTRY.

[*Woodland and Roadsides.*]

The lesson of France in the matter of deforestation has been referred to in these pages, but it is so pertinent to our own situation, now that the closing days of the Fifty-Ninth Congress are here and no action has been taken by the House on the Appalachian forest reserves bill, that it is worth calling up again. France was compelled some years ago to purchase 400,000 acres of denuded land on her mountains in order to protect her irrigation. This cost \$15,000,000, and for 40 years there has been an annual bill of \$600,000 for reforestation. An additional tract has yet to be bought that will cost the State \$20,000,000, and for many years these lands must be a source of expense, instead of income-producing property, as they might have been if taken at the right time.

The United States now has to choose whether it will follow the example of France or profit by it. An initial appropriation of \$3,000,000 is asked for to establish the two Appalachian forest reserves, approximating 5,000,000 acres. The total ultimate cost of these reserves will be approximately \$15,000,000—if taken now. Meanwhile every year's delay causes losses to property which in the South are estimated to average \$6,000,000 to \$7,000,000 annually. The land is rising in value, and the time is coming when it must be secured and reforested in order to maintain a source of timber supply and to protect civilization in two important regions. Then, as has been the case with France, the purchase will have to be made at high rates, and there will be the after cost of reforesting and maintaining for many years before the reserves will pay. Now they could be made self-sustaining within a short period and profitable investments within 10 years. These are not theories; they are well-supported facts.

Is it crass ignorance or wilful blindness that leads Speaker Cannon and his coterie of supporters to prevent consideration of a measure that national economy demands and that is asked for by those who have a right to be heard by the Congress of the United States?

It is time to speak plainly, for the Speaker acknowledged last month that, after it had been pressed for two years before the present Congress, he had not read the bill which he presumes to withhold from consideration.

[*Troy (N. Y.) Times.*]

There is reason to believe that even the importunate needs of manufacturers can be met without destroying the forests. There are vast growths of lumber of a kind which can be utilized for the packing of goods, and yet by judicious selection indiscriminate destruction can be avoided; in fact, the most highly-trained specialists in forestry have proved that one of the best means of protecting timber and stimulat-

ing a healthful and satisfactory growth is to thin out the trees where they grow too abundantly, and thus give those remaining a better chance to attain perfection. It is such ideas as this that are imparted in the forestry departments of various educational institutions which give the subject attention, as well as by the experts at Washington who have done much to create right views as well as to promote tree culture.

Forestry has a great future in the United States, notwithstanding the prodigality with which the nation has treated its timber, as well as other resources. No other country has any such wealth of forests. Their area in the United States is no less than 699,000,000 acres, while the combined forest area of all Europe is 797,000,000 acres, not quite 100,000,000 more than ours. In the United States 35 per cent. of the whole country is forest land, but a comparatively small portion is reserved, while in Europe 31 per cent. of the total forest area is in Government reserves. We have a splendid heritage, though we have been a little careless and have not properly guarded our possessions. But better ideas are prevailing, and the policy of saving the trees wherever practicable and adding to their number wherever possible is gaining in popularity.

THE STEEL CORPORATION.

[*Metal Worker.*]

Press comments on the report of the United States Steel Corporation for 1906 would seem to indicate that sentiment regarding its conduct and its influence is more friendly as time passes. Its conservatism in the matter of prices is approved and its rigorous reservation of millions for new construction. Three years ago a similar annual report was received with questioning where it did not provoke open hostility. The preferred stock conversion deal of 1903 was then fresh in mind, and there was a disposition to regard the financial statement as lacking in a number of details that would have permitted a better appreciation of the corporation's methods and status. This distrust was reflected in the quotations for the corporation's stock, the preferred having fallen to 55½ and the common to 10½ in April, 1904, or not far from the low points subsequently touched. As an example of the change wrought by the events and the policy of the past three years, the following from the Philadelphia *Press* is significant:

"Regularly every three months this giant trust announces just how much money it has earned, how much it has spent and in what ways, and also the amount of work on hand that is to be done. It has just made its annual report for 1906, which shows unexampled gains in the volume of business done. There is also displayed the proof of a most conservative policy. For example, the corporation, after paying all fixed charges, such as bond interest and sinking fund and also the preferred stock dividend, could retain \$73,000,000 of profits. Of this sum the common shareholders received but \$10,000,000, while a cool \$50,000,000 was set aside for new construction. The balance goes into the surplus fund. It is a significant and remarkable fact that during the past couple of years, when investigations have been applied to almost every other big institution in America, never a word has been raised against the United States Steel Corporation. The reason is that, owing to its conservative policy and to its plan of letting the whole world know about its affairs, it invites only favorable criticism."

Apart from the features of its early financial operations, which came far from meeting general approval, the Steel Corporation had to contend in its formative years with frequent changes in personnel

and with the inadequacy of the tentative methods developed without the check of precedent or the guidance of experience with so huge a piece of corporate machinery. The past three years have been a period of development and seasoning. In these years but two changes have taken place in the presidencies of subsidiary companies, whereas more than a dozen such changes occurred in the first three years of the corporation's existence. The men now responsible for results have been long enough together to secure the benefits of team work and to have confidence in the stability of the present ordering of affairs. It would be difficult to measure exactly the effect of this transition from a formative to a settled state in analyzing the latest financial statement, but it is concededly a factor of tremendous importance. Far from fulfilling prophecies of the elimination of the personal element and of that spur to the best individual effort which was considered to be peculiar to the old regime, the Steel Corporation has been demonstrating in recent years that the spirit of the corps may become one of its best assets.

BONDED COTTON WAREHOUSES.

[*New York Commercial.*]

It stands to reason that the proposal to establish bonded warehouses in the South for the retention of the cotton crop can be made a fact if only the money is forthcoming. It will require large capital, however. It is no miniature undertaking. There is a large and growing sentiment in favor of doing something to check the profits of the middleman, which, it is estimated, are about \$60,000,000 out of the \$750,000,000 total value of the cotton crop. Also the hard-up farmer must be supported when he comes along with the early bales of his crop, which must be marketed to supply his necessities. Therein, too, it is hoped to regulate the market by taking this cotton and storing it in the warehouses, thus satisfying the farmer and preventing a reduction of price in the market at one stroke. The whole proposition seems to be practicable, almost ideal. Of course, as suggested, somebody has to collect a large sum of money somewhere to put it in working order, and someone expects to make a large profit out of the warehouses and the \$60,000,000 that now go to the middleman. The system can neither be perfected nor put into operation extensively at a moment's notice. It might be worked out gradually. If the spinners came in somewhere for conferences with the holders of cotton at stated intervals, and agreed on prices to cover certain periods, that would be a good thing, too. Perhaps this Utopian condition will be reached some day. Anything that will benefit the planter is a good thing for the South.

A YEAR OF INVENTION.

[*Dallas (Texas) Times-Herald.*]

Nineteen hundred and six was the greatest year for inventions on record. The greatest activity was in improvements and discoveries in electrical apparatus, machinery for automobiles, gas engines and wireless telegraphy. It is not possible for the patent department to give the exact number of patents granted, but it is announced that all records were broken, and that the commercial value of last year's patents exceeds any previous year.

Edward B. Moore, assistant commissioner of patents, is authority for the statement that the applications for patents today come almost entirely from professional inventors—men who are trained to discover and devise new methods, new processes, new machinery and improvements on old machinery. They are paid very large salaries by the large corporations because of their inventive genius.

The long-haired crank is seen no more about the patent office department. The inventor of today is a scientist. Their inventions are not the result of accidents, but are obtained after years of careful study, the application of scientific knowledge, combined with plenty of experience.

The great corporations of this country employ hundreds of professional inventors, and the largest number of patents naturally come from them. When the large concerns began to combine their interests a few years ago the cry arose that the relaxation of competition would be the death blow to invention; that former rival manufacturers having merged their interests would not attempt improvements. This theory has been proven entirely wrong. With the combine began the greatest activity in invention the world has ever known. The General Electric Co., the United States Steel Co., the harvesting manufacturing concerns, the automobile manufacturers scoured the world for inventors, and the result has been more inventions during the past few years than were ever recorded before. A staff of 300 examiners in the patent department is kept busy examining the applications for patents.

The greatest strides in invention during the past few years have been along electrical lines. Their number is legion, and each week sees one or more new electrical discovery.

There is also considerable activity in wireless telegraphy and aerial navigation, as a large number of patents were granted in 1906 in these fields.

AMAZING GROWTH.

[*Portland Oregonian.*]

The *Oregonian* has received from the MANUFACTURERS' RECORD of Baltimore a small pamphlet entitled "America's Amazing Advance." One naturally sets out to read such a composition with weariness. Our commercial prosperity is so harped upon that an account of it is worse than a twice-told tale. It has been told from the stump, in the newspapers and in the magazines, not twice, but a thousand times, until, like every tale of wonder, it has lost by repetition its power to thrill. Still, as one reads this pamphlet, which was written by Richard H. Edmonds, in spite of the triteness of it all, the pulse begins to beat faster and the head to whirl. Surely if the strong adjective "amazing" was ever in place, it is appropriate here. Our material advance in the last 10 years has been amazing, and nothing less. * * *

Farm values and the quantity of food-stuffs which we send to market are only one example of our prosperity. Steel, cotton, lumber and almost everything else that can be named have kept pace with them. It is perhaps literally true that no age or country ever experienced anything like the material developments of America during the last two decades. But Mr. Edmonds predicts that all this is only a beginning. All that we have accomplished, he says, is like the preliminary work of the farmer in clearing the stumps from his land. The real creation of values is yet to come, and it will be so vast that we must find some adjective of larger meaning than "amazing" to describe it. This is probably true, though there are some grounds for misgiving. Material prosperity depends largely on coal, iron and lumber, and of these natural resources we have not been economical. There has been wicked waste of them all. Enthusiasts are in the habit of saying that nature has provided us with an "exhaustless supply," but this is far from the truth. Not only is the supply limited, but the limits are in plain sight. Conservative estimates place the end of our forests, outside of the Government reservations, within 20 years.

Michigan, Wisconsin and Minnesota, whose forests were just as "exhaustless" as those of Oregon, are already stripped bare, and it does not take much acumen to discern what is going on here. Scientists predict a comparatively early failure in the supply of coal also. Such facts as these need not frighten us, but they should lead us to mingle prudence with enthusiasm while we contemplate the future.

More hopeful even than the great material development of the country is the equally amazing moral growth which we have experienced in the last few years. After a long period of financial anarchy we have at last become rich enough as a nation to look after our souls a little. We are beginning to find that the inner man is of as much importance as the outer. Morality in public and private life has lately acquired an unprecedented importance with us. The result is almost universal dissatisfaction with the conditions of former years. Our familiar sins have made us mourn, and therefore we begin, quite properly, to hate them. This surprises the MANUFACTURERS' RECORD, which says that "our people seem to be without poise or balance." We have poise enough, but, now that we are so rich, we naturally long to become respectable. Who can blame us for it?

NEW YORK'S VEGETABLES.

[*New York Sun.*]

Potatoes have been imported to New York even from South Africa and have come from Scotland in cargoes of 9000 bushels each. New potatoes come in February, March and April from Cuba and the Bermudas, in April and May from Florida. The supply follows the sun from Georgia to the Carolinas and up the coast, through Delaware and Maryland in July. Then potatoes come in carloads from New Jersey, Long Island, upper New York and from Maine.

New potatoes cost more than double the standard brands, as they have to be raised with heat in semi-loam and sandy soil. The potatoes of general use do not have to be shipped in refrigerator cars and do not have to be kept in cold storage. The railroad rates per barrel, containing about two and a half bushels, are from Florida, \$1.05; South Carolina, 65 cents; North Carolina, 45 cents, and Virginia, 30 cents. From the rate of 12 cents per bushel the rate scales down to five or six cents per bushel from the nearby regions. The freight rate, therefore, while an appreciable factor in the retail price of new potatoes from distant sources, has no effect upon the retail price of the potatoes of standard use, those from the fields within 200 or 300 miles. In New York in 1906 the receipts of potatoes were more than 7,300,000 bushels.

Spinach and kale, like sweet potatoes, grow in a restricted territory. The supplies come principally from the vicinity of Norfolk, Va.; then from the Eastern Shore of Maryland and up the coast to Long Island. They can be raised at any time, and the growers endeavor to adjust the supply to the market.

Tomatoes begin to come from Florida and Cuba about November 15, from the West Indies in large quantities June 15, from Texas about May 30, and Mississippi June 10. Shipments arrive from South and North Carolina and Virginia during June, from South Jersey July 1, and from New York State and Long Island from August 1 until frost. The transportation charge from Florida and Cuba is 25 cents per package of six baskets, from Texas the rate is 15 cents for 12 quarts, from Mississippi 76 cents per 100 pounds, and from South Jersey 8 cents per bushel of 28 quarts.

Celery comes to New York from Florida between April 10 and May 15, paying

a freight rate of 53 cents a crate, plus a refrigerator charge of 28 cents. Large quantities come from California from December 1 to April 10, paying a freight rate of \$1.25 for 100 pounds, plus \$67.50 per carload of 20,000 pounds for icing. The first supply from New York State is obtained about July 15, and it continues until December 1. The gap from May 15 to July 15 is filled in by the Bermudas and Michigan. The growers pack celery and sell it direct to the receiver in New York, who washes and reasorts it, obtaining for 12 stalks of celery from the State, 50 cents; from Florida or California, 75 cents; from Bermuda, \$1. Twelve stalks of fine celery weigh about 15 pounds.

The corn that is used on the table comes principally from New Jersey, New York State and Long Island. A small supply is received from Florida about the last of May, and somewhat larger quantities from South Carolina in June.

While the Florida farmer is picking potatoes he is also gathering cabbage, carrots, turnips, peas, beans and cauliflower. These are crated and boxed and sent North in refrigerator cars. As with the potatoes, the source of supply creeps toward the North as the spring creeps up the coast.

The region in the vicinity of New Orleans has become in a very few years second only to Florida in the production of vegetables for Northern consumption. From late in December until the end of March come endives, chicory, romaine, carrots and beets, cucumbers and onions. The freight rate on vegetables from New Orleans to New York is 86 cents per 100 pounds.

FARMER BOY IN TOWN.

[*Fort Worth (Texas) Record.*]

People have not yet entirely eliminated the habit of having a little quiet fun at the expense of the farm boy who occasionally comes to town. The callow youth whose veins are filled with a prickly slime that causes pimples to grow luxuriantly all over his face, and whose fingers are mummyfied to the bone from contact with the concocted poisons of innumerable cigarettes, laughs at the farm boy's walnut-stained fingers, and the young man with a formaldehyde and ham-and-salad is amused at his awkward ways. But if they could see the level-headed farmer boy go down to the village bank and write his check for the money which his simple needs require they would not regard that performance as being so awkward. And there are hundreds of farm boys in this country today who can do that very thing. The young man who works for \$20 a month and board is far better off financially than the young man who has a salary of \$1000 a year in the city. The farm boy will save money on his salary and the city young man will not. Besides that, the farm boy will have more to eat and it will be more wholesomely cooked; his brain will be clearer and his conscience will not hurt him. He will be strong physically and mentally, and in the course of a few years he will be strong financially. He can put about all his money in the bank, and when opportunity affords he can put his money into a farm and wax fat while the salaried man is continuing the endless struggle with the employer, the laundress and the landlord.

The Commercial Club of Montgomery, Ala., will seek to raise a guarantee fund of \$250,000 or \$300,000 to be lent to capitalists engaging in manufacturing in Montgomery.

The assessed value of real and personal property of Missouri this year is \$1,286,747,781, an increase over 1906 of \$45,978,387.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

WILL ENTER NEW ORLEANS.

Kansas City Southern Railroad to Build an Extension.

The Kansas City Southern Railroad Co., according to dispatches from Kansas City, Mo., where its headquarters are situated, will build a line to New Orleans. President J. A. Edson is quoted as saying that surveys have been completed from Leesville, La., to New Orleans, which will make the desired extension about 250 miles long, and construction will begin as soon as favorable conditions prevail for railroad building. By this route the distance from Kansas City to New Orleans will be approximately 918 miles.

It has been reported for some time that the Kansas City Southern intended to build to New Orleans, and last year it was said to be backing the Central Railroad of Louisiana, which was actively represented by Mr. C. C. Henshaw at New Iberia, Leesville and other points. This, however, is the first official statement that the Kansas City Southern proposes to build to New Orleans, although the reports do not mention any connection between the company and the Henshaw project.

President Edson is further quoted as saying that he has always intended to build a New Orleans extension, but just at the time when everything was ready to start work a change of conditions made it impossible to begin. At present he is unable to say just when construction will start, but the decision to begin work depends principally upon the condition of the money market.

The company proposes to spend this year about \$1,000,000 for physical improvements. About \$300,000 of this amount will be employed at Port Arthur for increasing facilities, while the rest will be devoted to such work as widening cuts, putting in sidings, reballasting and other betterments. Plans have not, it is said, been perfected for reducing several steep grades, principally near Mena, Ark., where surveys and estimates have been made for several months.

SEABOARD'S NEW WORK.

Heavier Rail for Two Divisions—The Improvements at Jacksonville.

President W. A. Garrett of the Seaboard Air Line informs the MANUFACTURERS' RECORD that the \$12,000,000 expenditure referred to in a recent dispatch from Raleigh, N. C., covered the amount the present owners of the Seaboard have spent for new equipment since they came into control. This denies the press report that the Seaboard had just let contracts for \$12,000,000 of new work.

Mr. Garrett also says that the company is relaying the entire line from Portsmouth to Norlina, and also 20 miles of the Richmond-Norlina stem, with 75-pound rail, and, in accordance with customary practice, the rail released will be used on the Hamlet-Wilmington line and other branches.

It may be mentioned in connection with this statement that the Seaboard has a great deal of other construction under way, notably improvements at Jacksonville, Fla., and there is also important work either projected or in progress at other points, including Wilmington, N. C.

Mr. R. P. C. Sanderson, superintendent of motive power of the Seaboard Air Line, Portsmouth, Va., writes the MANUFACTURERS' RECORD concerning the new shops at Jacksonville, Fla., as follows:

"The Jacksonville shops will be elec-

trically driven throughout and equipped for general locomotive and car work with the best class of modern machinery. They will have a capacity to make heavy repairs on about 24 locomotives per month, and a great many cars. No machinery has yet been purchased, and specifications are being prepared in the office of A. I. Totten, electrical engineer, the total cost of buildings and equipment to be approximately \$600,000.

"The size and character of these buildings are as follows: Machine and erecting shop, 117x380 feet; wheel, road and tender shop, 260x66 feet, with 60-foot extension in center; roundhouse, 10 stalls (reinforced concrete); passenger-car shop, 90x300 feet; storehouse, 50x176 feet; boiler and engine-room, 80x100 feet; car-wheel and axle shop, 28x150 feet; planing mill, 42x154 feet 8 inches; oilhouse, 57x31 feet; tin and smith shop, 62x182 feet; one transfer pit, 60x485 feet; one transfer pit, 75x325 feet.

"These buildings are constructed of concrete up to window sills, with corrugated-iron sides and tar and gravel roof, the framework for the main buildings, handling heavy machinery, being steel.

"The architect and engineer in charge of this work is Mr. S. O. Graham, chief draftsman, Portsmouth, Va."

GALVESTON TERMINALS.

Extensive Yards, Freight-House and Cotton Platform to Be Built.

Mr. P. G. Burns, chief engineer, writes the MANUFACTURERS' RECORD that the Galveston Terminal Railway Co. of Galveston, Texas, will let contracts for the filling necessary for the construction of terminal yards at Galveston.

These terminal yards will embrace, in addition to the filling, the construction of 31 miles of terminal tracks, a brick-and-concrete freight-house 46x300 feet, a portion of this to be two stories; a cotton platform 240x1200 feet, a roundhouse, small repair shops and other necessary buildings.

This contract, according to Mr. Burns' letter, was to have been let on April 10, but a report from Galveston says that only one bid was received, and it was considered too high. It was forwarded to higher officials of the company with the recommendation of the engineer, and it is said that the Santa Fe system will be requested to join with the company by combining with this work some of its own construction, thus to make the contract larger and attract more bidders. If this is done the amount of filling required will be about 1,000,000 cubic yards, including 600,000 cubic yards for the terminal company.

It is expected that a decision will soon be reached concerning this work, as it is desired to have the new terminal facilities in use for the cotton season of 1907 and 1908.

CENTER TO PARIS.

Santa Fe Reported Will Now Build a 150-Mile Extension.

The Gulf, Colorado & Santa Fe Railway Co., which is the Texas corporation of the Santa Fe system, will, it is reported, now proceed to build the proposed extension from Center, Texas, to Paris, Texas, 150 miles. This extension, it is said, will be made as a result of the passage of the bill by the Texas Legislature approving the consolidation of the Santa Fe's lines in Texas.

There is at present a great demand for railroads in Texas on account of the rapid settlement of large tracts of new country, and the approval of the Santa Fe consolidation by the Legislature is taken to mean that the railroads may expect to hereafter find a more liberal spirit among the law-

makers than has been manifested for some time.

United Railways of Baltimore.

The United Railways & Electric Co. of Baltimore at its recent annual meeting elected officers as follows: President, William A. House; vice-president, Frank A. Furst; general manager, Thomas A. Cross; secretary, William Early; acting treasurer, J. H. Windsor; auditor, N. E. Stubbs. Mr. Harry A. Orrick was elected a member of the board, succeeding Mr. Henry A. Parr, who declined re-election. Mr. House, the new president of the company, has been acting president since the death of Gen. John M. Hood. Mr. Cross, the general manager, succeeds to the position formerly occupied by Mr. House. He has been for several years superintendent of the overhead work of the company, with which he has been connected for a long time. Mr. William Early, who is made secretary of the company, succeeding Mr. H. C. McJilton, was formerly assistant to General Hood in the presidency. Mr. McJilton continues with the company in a position of responsibility in connection with the relations between the United Railways and the Maryland Electric Co., which is building car barns, suburban lines and other work to be leased to the United.

The annual report of the company shows that the gross earnings for 1906 were \$6,583,102; operating expenses, including insurance, \$3,220,942; net earnings from operation, \$3,362,160; total net income, \$3,366,885. After the payment of fixed charges, including taxes, interest, etc., there was left a surplus of \$1,001,208, of which \$980,000 were devoted to extraordinary expenditures. This left a balance of surplus to the credit of profit and loss of \$21,298. The increase of gross earnings over 1905 was nearly \$560,000, or more than 9 1/4 per cent. Operating expenses increased more than 13 1/2 per cent., owing to greater car service, advances in wages, cost of material, etc.

The extraordinary expenditures referred to include the cost of rehabilitating some of the property, different from the cost of ordinary maintenance and repair. Considerable track was rebuilt during the year, and the company now has in operation 335 miles of main line.

Kentucky Highlands Railroad.

Mr. S. S. Bush, president and general manager, writes from Louisville, Ky., to the MANUFACTURERS' RECORD that the Kentucky Highlands Railroad Co. has been incorporated, with local office at Frankfort, Ky., and construction office at Versailles, Ky., the latter under the management of Mr. C. D. Lehmkuhl, superintendent of construction, and A. A. Bond, chief engineer. Mr. Bush is president and general manager of the property, with office in the Columbia Building, Louisville, Ky.

Continuing, he says: "Eleven miles of standard-gauge road from Versailles, Ky., to Old Crow Distillery, near the Kentucky river, is now practically under way; 70-pound steel rails have been ordered for this part of the line, and profiles are being made to take bids at Versailles some time in the next two weeks for grading.

"The line will be standard gauge, 70-pound steel rails, 2640 white-oak ties to the mile, concrete bridges and culverts, line to be rock ballasted and equipped with two new locomotives. This part of the road has on it the following industries: Old Crow Distillery, Old Taylor Distillery, Old Oscar Pepper Distillery, Glen Springs Distillery, and runs through the finest part of the bluegrass farming section of Woodford county, Kentucky. It is the intention before this 11 miles is

built to extend the road to Frankfort, Ky., making terminals in South Frankfort, which requires the building of a bridge across the Kentucky river. No further plans are in immediate view. The entire undertaking has been financed. The Columbia Trust Co., Louisville, Ky., is treasurer."

Automobile Line Projected.

Mr. A. L. Sadler writes from Glen Rose, Texas, to the MANUFACTURERS' RECORD that a company is to be organized and incorporated to operate automobile stages along a route from Weatherford, Texas, down the Brazos River valley via Thorp Spring, Granbury, Glen Rose, Walnut Springs, Meridian, Clifton, Valley Mills and China Spring to Waco. These, he says, are all good towns, surrounded by fine country, yet no railroad traverses this route, though several cross it. The proposed company intends to build a first-class dirt road for the operation of its stages, and the corporation is to be formed by citizens along the route.

Mr. Sadler further says that several men are at work canvassing for the enterprise, and that he in two days secured subscribers for \$3720 in two towns. He feels sure that the entire stock will be taken within 10 days, when the company will be in the market for eight or ten (perhaps more) motor stages. Vehicles are desired to carry from 12 to 30 passengers. The company would consider second-hand ones if in good order. Supplies for them also desired for cash at low prices.

Until the company is organized Mr. Sadler may be addressed concerning its plans.

A dispatch from Pecos, Texas, says that a company is being organized there for an automobile line between Pecos and Carlsbad.

Birmingham's New Station.

The new union station at Birmingham, Ala., is to be put into service on July 1. The tracks are now being laid and plans for a very complete interlocking switch system are being worked out by Walter Harrison, engineer in charge.

Mr. Harrison is reported as saying that the south end of the station will be completed by July, on the first of which month the Southern Railway, the Seaboard Air Line, the Frisco system, the Central of Georgia Railway and the Alabama Great Southern Railroad will have to leave the old station, which is owned by the Louisville & Nashville Railroad. It will take about six months to finish the new station after the railroads have begun to use it. The north end will have to be completed, but there will be sufficient space ready in July to accommodate the business.

When complete the station will cost about \$1,750,000, or about \$400,000 more than the first estimate, the advance being due to the increase in the price of materials and labor.

Besides the railroads named, the Atlanta, Birmingham & Atlantic Railway, the Illinois Central Railroad and the Mobile & Ohio Railroad will all use the new station when they enter Birmingham. It is expected that the Illinois Central and the Mobile & Ohio will be in by July.

Birmingham to Huntsville.

The Warrior River Power & Electric Co. has been incorporated at Birmingham, Ala., to build a power plant on the Locust fork of the Black Warrior river and to build an electric railway from Birmingham, Ala., via Cleveland, to Huntsville, Ala., crossing the Tennessee river between Guntersville and Decatur, Ala. It also proposes to furnish electric light and power to points within a radius of 100 miles, and it will operate vessels upon the

Tennessee river. It is also contemplated to dig a canal from Locust fork to Village creek, thus forming a water route to Birmingham.

The company is permitted to develop mines, quarries and mills. Its capital stock is \$100,000, with \$70,000 paid in.

The incorporators are M. C. McGannon, president; Alberte Hudson, vice-president, both of Nashville, Tenn.; Edgar O. McCord, secretary and treasurer, Albertville, Ala.; Lawrence D. Hudson and J. Asbury Selman.

To Tunnel the Mississippi.

The Manufacturers' Railway of St. Louis, a local corporation controlled by the Anheuser-Busch Brewing Association, has in contemplation some extensive work, one part of which is the building of a tunnel under the Mississippi river from the foot of Dorcas street in St. Louis to a point on the Illinois shore immediately opposite. It is said that 5000 acres of land for terminals have been bought in Illinois.

It is also said that the company proposes to extend its railroad from St. Louis to Springfield, Mo., 240 miles, and that it will connect with the Frisco system in St. Louis county and with the Kansas City Southern Railroad southwest of Springfield.

At present the Manufacturers' Railway is only about 55 miles long, and Adolph Busch of St. Louis is president, W. D. Orthwein is vice-president, and Otto Rassfeld is secretary.

Abbeville & Northwestern.

Mr. J. L. Bankston writes from Abbeville, Ga., to the MANUFACTURERS' RECORD that at a meeting of the stockholders directors were elected for the Abbeville & Northwestern Railroad Co. as follows: J. L. Bankston, W. A. Cherry, T. R. Moye, W. B. Fussell, W. H. Wilkinson, Hal Lawson, L. P. Wimberly and E. M. Carnes. At a meeting of the directors J. L. Bankston was elected president; W. A. Cherry, vice-president, and L. P. Wimberly, secretary and treasurer. Hal Lawson was appointed general counsel, and Dr. T. R. Moye, surgeon.

Continuing, he says: "Work will be begun on the road within a few weeks. It will run through one of the finest farming sections of Georgia, and also through the world-famous peach orchards around Fort Valley, Marshallville and Montezuma, Ga."

Lynchburg to Tullahoma.

Mr. R. A. Parks writes from Lynchburg, Tenn., to the MANUFACTURERS' RECORD that a charter has not yet been obtained for the proposed Interurban Electric Railway from Lynchburg to Tullahoma, Tenn. Subscriptions for about \$25,000 have been raised and the company is to be incorporated shortly. Surveys and estimates of construction will be made this spring.

A dispatch from Tullahoma says that the road is to be ready for business by the first of January next and that J. R. Jeffers and William Henderson of New York are promoting it.

Kansas City to New Orleans.

A report from Kansas City, Mo., says that a new route from that point to the Gulf of Mexico will be formed when the Missouri & North Arkansas Railroad completes its extensions. That road is now building from Seligman to Neosho, Mo., to connect with the Kansas City Southern Railroad, and it is also extending from Leslie, Ark., eastward to Helena, Ark. From the latter point a connection will be made with the Illinois Central Railroad, which will furnish a direct route to New Orleans. Concerning this plan a conference has been held by David R. Francis of

St. Louis, representing the Missouri & North Arkansas Railroad, and President J. A. Edson of the Kansas City Southern.

Mogul Freight Locomotives.

The American Locomotive Co. has issued another neat and handsome pamphlet describing and illustrating some of its locomotives. This pamphlet is devoted to mogul type freight engines. Each locomotive illustrated is noted in detail on the page opposite the picture, and the book is thus very complete. The mogul type is described as suitable for freight service on comparatively level roads or on heavy rails where the greatest hauling capacity or a minimum load per axle is not a vital necessity.

Savannah to St. Andrews Bay.

Mr. D. G. Purse, president of the Interstate Sugar-Cane Growers' Association, writes from Savannah, Ga., to the MANUFACTURERS' RECORD concerning the Savannah & Southwestern Railroad Co., saying it will be chartered to build from Savannah, Ga., to a point on St. Andrews bay, Florida, passing through Baxley, Douglas, Moultrie and Cairo, Ga., and Quincy, Bristol, Blountstown and other points in Florida. The charter will be issued in the next 30 days, and the company will then organize.

Terminal Work at Houston.

An official letter to the MANUFACTURERS' RECORD says that the Gulf, Colorado & Santa Fe Railway Co. plans at Houston, Texas, are for only a slight extension of tracks on the present property, not involving extensive work of any kind. Union terminals at Houston are being planned, and will probably be built by the Houston Belt & Terminal Co. of Houston, of which C. E. Ensminger is engineer.

Asheville to Hendersonville.

Mr. C. F. White writes from Skyland, N. C., to the MANUFACTURERS' RECORD that the Asheville & Hendersonville Railroad Co. is the correct name of the corporation recently chartered to build an electric line from Asheville to Hendersonville, N. C., about 22 miles. Surveys are now being made, and C. E. Van Bibber, 60 Wall street, New York, is chief engineer.

To Colonize in Carolina.

The Norfolk & Southern Colonization Co., to which reference has heretofore been made in these columns, has opened an office in Norfolk, Va. (301 Citizens' Bank Building), in charge of its secretary, Mr. W. B. Allen. The plans of this company contemplate the planting of colonies at a number of points in Tidewater Virginia and Eastern North Carolina. For this purpose it is securing some valuable tracts of agricultural lands that will be at once made ready for settlers. The company is composed of some of the wealthiest and most progressive business men in Eastern North Carolina and Virginia. They contemplate the expenditure of considerable sums in preparing their properties for occupancy by colonists, though they now have a number of fine farms ready for occupancy.

Norfolk.

[Norfolk *Ledger-Despatch*.]

Norfolk's industrial and commercial prosperity is treated at considerable length in the recent issue of the MANUFACTURERS' RECORD, which devotes 11 full pages, handsomely illustrated, to this city and section.

The issue contains well-written articles on Norfolk trucking, the widening of Norfolk's traffic territory, Norfolk's strategic industrial and commercial position, the development of Norfolk's traction system and the Jamestown Exposition.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

CONFERENCE OF COTTON MEN.

Various Interests to Visit the South Next Fall.

[Special Cor. Manufacturers' Record.]

Boston, Mass., April 12.

The results of the conference of cotton-growers and manufacturers held in Washington last May have appeared to be of sufficient value to warrant the holding of a second meeting for the purpose of strengthening the closer relations between grower and manufacturer which were established on that occasion. In order to obtain a full consensus of opinion on the matter and the necessary authorization of the several organizations, upon invitation of Mr. James R. MacColl, president of the National Association of Cotton Manufacturers, the presidents of the four organizations which took a leading part in the establishment of the first conference and others met this week in New York. This meeting was attended by Messrs. James R. MacColl, president the National Association of Cotton Manufacturers; C. B. Barrett Atwater of Atlanta, Ga., president Farmers' Educational and Co-operative Union; William D. Hartshorne, Lawrence, Mass., vice-president the National Association of Cotton Manufacturers; Harvie Jordan, Atlanta, Ga., president Southern Cotton Association; Arthur H. Lowe, Fitchburg, Mass., president American Association of Cotton Manufacturers; M. V. Richards, Washington, D. C., land and industrial department Southern Railway, and J. L. Tattersall, Manchester, England, International Federation of Master Cotton Spinners and Manufacturers.

Mr. C. J. H. Woodbury, the secretary of the National Association of Cotton Manufacturers, acted as secretary of this meeting.

Arrangements were made to hold a meeting at Atlanta, Ga., on Monday, October 7, and the following two days. A preliminary itinerary was made for a trip leaving New York at midnight on Thursday, October 3, by a special train which would stop at Washington, D. C.; Charlotte, N. C.; Spartanburg, S. C., and arrive at Atlanta, Ga., on the morning of Sunday, October 6. After remaining at Atlanta the three following days the train will visit Birmingham, Ala.; Greenville, Miss.; New Orleans, La.; Houston and Galveston, Texas; Memphis, Tenn.; St. Louis, Mo.; Chicago, Ill., and Niagara Falls, and arrive at New York city on the morning of October 20. The departure of this trip was arranged with a view to meeting the convenience of the foreign guests by leaving New York a day after the arrival of the steamer.

Information about the conference and the excursion by which European manufacturers will have ample opportunities for observing the growth, packing and transportation of American cotton will be submitted at a meeting of the International Federation of Master Cotton Spinners and Manufacturers, to be held at Vienna, Austria, May 25 next, and it is confidently expected that a large number of cotton manufacturers both from Great Britain and the Continent will avail themselves of this opportunity to visit this country, where they will be cordially re-

ceived by the American cotton-growing and manufacturing interests.

Invitations are to be sent to the various cotton-growing and manufacturing organizations, and also to the cotton exchanges of the world.

American Cotton Manufacturers.

Arrangements are progressing finely for the eleventh annual convention and exhibit of the American Cotton Manufacturers' Association at Philadelphia May 13-18. All the week will be devoted to the exhibit with the exception of the mornings of the 15th and 16th, which will be used for the sessions of the convention.

Addressers of welcome will be made by Mayor J. E. Reyburn of Philadelphia and Governor Edwin S. Stuart of Philadelphia, to which Governor B. B. Comer of Alabama will reply. Following the annual address of President Arthur H. Lowe of Massachusetts, addressers will be made on immigration, by Commissioner E. J. Watson of South Carolina; qualifications of the model textile designer, by Dr. E. W. France, director of the Philadelphia Textile School; patents, by George Otis Draper of the Draper Company, Hopedale, Mass.; exports of cotton goods, by President J. W. Wilson of the Philadelphia Museum; flywheel insurance, by Hugh Nelson of the American Casualty Co., New York; concrete construction for cotton mills, by P. Austin Tomes of the Atlas Portland Cement Co., New York; proper tagging of cotton, by R. G. Hitt, manager Standard Tag Co. of Atlanta; imports and exports of cotton manufactures, by J. W. Burke, New York; oil-storage problem, by E. M. Savercool of New York; passing of the last hand operation in cotton mills, by E. F. Hathaway, the American Warp Drawing Machine Co., Boston, Mass.; combed cotton, by James C. Fuller, president Fuller Combing Gin Co., Charlotte, N. C.; a new departure in cooling and humidifying textile mills, by W. H. Carrier, Buffalo Forge Co., Buffalo, N. Y., and by C. S. Barrett, president Farmers' Educational and Co-operative Union of America, Atwater, Ga.

At the banquet on the evening of May 16 addresses are expected from ex-Secretary of the Treasury Leslie M. Shaw, President W. W. Finley of the Southern Railway, President E. W. Robertson of the National Loan and Exchange Bank, Columbia, S. C.; Congressman A. S. Burleson of Texas, and Governors B. B. Comer of Alabama, R. B. Glenn of North Carolina and Edwin S. Stuart.

Building the Mayes Mill.

Construction work is progressing on the plant of the Mayes Manufacturing Co. of Charlotte, N. C. This mill is located on the Catawba river two miles from Belmont, N. C., and will be completed during the next 60 days. It comprises a main building 150x325 feet, picker building 25x40 feet, transformer house 39x24 feet, cotton warehouse 50x118 feet and other necessary structures. There is space provided for 25,000 spindles, but the company will begin operations with from 7000 to 10,000 spindles in position, manufacturing yarns. Electricity will be used for power, four of 30 horse-power, 28 of 20 horse-power each. The architect-engineer for the plant is Stuart W. Cramer of Charlotte. The company's president is J. H. Mayes of Charlotte.

Peerless Manufacturing Co.

In July, 1906, the MANUFACTURERS' RECORD detailed the organization of the Peerless Manufacturing Co. of Lowell, N. C., and plans for building a 10,000-spindle yarn mill, operations to begin with 5000 spindles in position. The Peerless mill is now nearly completed, the main structure

being 100x216 feet in size; transformer-house, 15x20 feet; boiler-room for heating plant, 35x35 feet; picker-room, 25x100 feet. Electricity will be used for motive power, and 13 motors are being installed. The company is capitalized at \$200,000, and expects in the future to increase to 10,000 spindles. This company, the Lowell Cotton Mills (referred to on this page as planning another mill) and the Spencer Mountain Mills, operating 4308 spindles, have for their president John C. Rankin.

Lowell Mill No. 2.

Several weeks ago the MANUFACTURERS' RECORD referred to a report that the Lowell Cotton Mills of Lowell, N. C., will build a No. 2 mill. This Lowell company has now accepted plans and specifications for the erection of the necessary building, to be a one-story structure, 125x336 feet in size, with a capacity of 15,000 spindles. It is understood that the contracts have been awarded for spinning and finishing machinery. The charter of power plant has not been decided on, but it is probable that a steam plant will be installed. The Lowell plant is at present operating 9216 spindles, and it is stated the new plant will be paid for out of the company's accumulated surplus.

The Rhode Island Enlargement.

Mr. Lawrence McRae, treasurer of the Rhode Island Company, Spray, N. C., writes:

"We have just completed an addition to our plant 200 feet long and 100 feet wide, two stories, and are now installing 5000 spindles and 150 additional wide looms for the manufacture of cotton blankets. When this is completed we will have in operation 10,000 spindles from the Saco & Pettee Machine Shop of Newton Upper Falls, Mass., and 200 looms from the Crompton & Knowles Loom Works of Worcester, Mass." (This enlargement was detailed in the MANUFACTURERS' RECORD in August, 1906.)

Jonesville Manufacturing Co.

Referring to its new plant, which the MANUFACTURERS' RECORD mentioned last week, the Jonesville (S. C.) Manufacturing Co. writes as follows: "We completed our building, 90x250 feet, two stories high, at a cost of \$25,000. Our architect was J. E. Sirrine of Greenville, S. C. We have added 8000 spindles and 250 looms, the machinery being furnished by the Saco & Pettee Machine Shops of Newton Upper Falls, Mass., and the Draper Company of Hopedale, Mass. Our production will be 5 and 5½-yard sheeting; number of operatives, 125. The mill has cost us \$185,000, and will be turning out cloth by May 1."

Woodside Mill Increasing Equipment

The Woodside Cotton Mills of Greenville, S. C., was mentioned last week by the MANUFACTURERS' RECORD as to install 8000 spindles and as building 30 cottages for the additional operatives who will be needed. The Woodside company is to add not only the 8000 spindles, but also 200 looms, and it expects to have the new machinery in operation in about two months. There is sufficient space in the present buildings for the new machinery, and the Woodside equipment will be increased to 45,000 spindles and 1100 looms. All contracts have been awarded.

Albany Wants Cotton Mill.

The establishment of a cotton factory is desired at Albany, Ga., and competent cotton-mill men are offered assistance in the way of capital to form a company and build plant. The city has five railways, handles 70,000 bales of cotton annually, has electric-power generated from water-flow, and has 10,000 inhabitants. Manu-

facturers who want to investigate Albany in connection with a mill proposition are invited to address Smith D. Pickett, president of the Albany Power & Manufacturing Co., who can give full information.

The Cotton Movement.

In his report for April 12 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 224 days of the present season was 12,304,316 bales, an increase over the same period last year of 2,632,421 bales. The exports were 7,364,550 bales, an increase of 2,083,768 bales. The takings were by Northern spinners 2,219,222 bales, an increase of 233,640 bales; by Southern spinners 1,787,761 bales, an increase of 100,013 bales.

Royall Cotton Mills.

The Royall Cotton Mills' additional building will be three stories high, 80x120 feet in size, and is expected to be completed by July. This building was referred to recently as contracted for, the contractors being Messrs. Wrennham & Fries of Greensboro, N. C. It is reported that the company will increase its 7264 spindles to a total of 15,000 when the building is ready for occupancy, an increase of nearly 8000 spindles. The plant is located at Wake Forest, N. C.

Standard Cotton Mills.

It is announced that the Standard Cotton Mills of Cedartown, Ga., will double its present equipment, contracts for one-fourth of the new machinery having already been ordered. The company has been operating 12,600 spindles, and has space in its present buildings to increase to a total of 25,000 spindles. It intends to contract for further installations as soon as the one-fourth installation referred to is in position.

Wants 5000 Spindles.

The MANUFACTURERS' RECORD is advised that the Tolar, Hart & Holt Mills of Fayetteville, N. C., proposes to add 5000 spindles, thus providing for an increase of its equipment to 25,000 spindles. The company has made no contracts for the new machinery, and now invites propositions from machinery manufacturers. Mr. John R. Tolar, president, can be addressed.

Rhodes Manufacturing Co.

The Rhodes Manufacturing Co. has been incorporated with an authorized capital stock of \$300,000 by Messrs. John M. Rhodes, C. W. Rhodes and D. P. Rhodes of Lincolnton, N. C. This company was referred to by the MANUFACTURERS' RECORD two weeks ago as having completed its plant of 5000 spindles and 150 looms for the manufacture of heavy cotton cloth.

Liberty Cotton Mill Co.

The Liberty Cotton Mill Co. of Clayton, N. C., has been incorporated with an authorized capital stock of \$120,000, its purpose being to manufacture cotton goods. Messrs. A. J. Barbour, J. T. Ellington, C. W. Horne and others are the incorporators.

Proposed Cotton Mill.

Mr. W. R. Crabtree, 216 Miller Building, Chattanooga, Tenn., proposes forming company to build the cotton mill mentioned last week. He wants to correspond with manufacturers of textile machinery.

Textile Notes.

It is proposed to organize a \$100,000 stock company to build a cotton mill at Buchanan, Ga.

The Board of Trade, Jackson, Miss., has received a letter of inquiry from C. E.

Jones of Lykens, Pa., relative to the advisability of locating a \$12,000 hosiery knitting mill in Jackson.

Reports state that John Osborne and associates will build a knitting mill at Cleveland Mills, N. C.

The Salisbury (N. C.) Cotton Mills' additional building, recently noted as contracted for, will be a warehouse. It is not for manufacturing purposes. Mr. D. K. Cecil is the building contractor.

It is understood that the Tyger Mills of Fairmont, S. C., will be reorganized and will undertake improvements to the plant, including the installation of new machinery. The company at present operates 8132 spindles and 256 looms.

The Klotho Cotton Mills of Kings Mountain, N. C., has been organized with J. S. Mauney, president; M. M. Carpenter, vice-president, and W. A. Mauney, secretary-treasurer. This company takes over and continues the operation of the Enterprise Mills, which has 5376 spindles and 170 looms.

The rumor referred to last week that C. E. Pearce of Fayetteville, N. C., is interested in plans for building a 10,000-spindle cotton mill is true. However, the mill is identical with the Tallapoosa Mills of Tallapoosa, Ga., which enterprise was fully reported last week. Mr. Pearce is to be general manager of the Tallapoosa Mills.

The Savannah (Ga.) Cotton Mills is to replace its old carding apparatus with a new equipment of the latest type, expending about \$50,000 for the improvements. It is understood the company has awarded all the contracts and has begun the installations. It is reported the company contemplates installing a knitting mill during the year.

PHOSPHATES

To Erect Large Plant.

At a recent meeting of the stockholders of the St. Bernard (La.) Rendering & Fertilizer Co. it was determined to increase the capital stock of the company from \$5000 to \$100,000 for the purpose of erecting a large and modern plant about one mile from the location of its present plant. Plans for the factory have been approved, and when erected it is understood that it will handle the entire business now divided among several other rendering plants. The cost of construction and equipment will approximate \$100,000. Officers of the company are as follows: Messrs. Andrew Fitzpatrick, president; E. J. Mayer, vice-president, and L. R. Hartman, secretary and treasurer.

To Erect Fertilizer Plant.

The Pamlico Chemical Co. of Washington, N. C., has been incorporated with a capital stock of \$100,000 to erect a plant for the manufacture of high-grade fertilizers. The company has been organized with the following officers: Messrs. J. E. Cowell, president and general manager; R. R. Fleming, first vice-president; George T. Leach, second vice-president; Richard Bragaw, secretary, and A. M. Dumay, treasurer.

Shipments from Punta Gorda.

A report of shipments of Peace river phosphate rock made by the Peace River Phosphate Mining Co. through the port of Punta Gorda, Fla., during March, amounted to 5880 tons, making a total for the first three months of the year of 10,520 tons. Three cargoes were shipped in March, one each to Alexandria, Va., Baltimore, Md., and Weymouth, Mass.

If you wish to keep posted on the progress of the South, read the MANUFACTURERS' RECORD. Price \$4 a year.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

New Turpentine Process.

Recently the MANUFACTURERS' RECORD published a description of a process for the extraction of turpentine from stumps and offal wood of yellow-pine forests, leaving the wood product as suitable for making paper pulp. This process is owned by Messrs. Charles E. Heald, G. A. Kerr and Ernest Williams of Lynchburg, Va., and Frank F. Peard of Baltimore, Md. In order to test its practical application a plant for utilizing 20-odd cords of wood per day was erected at Lynchburg, where it was found that from 20 to 30 gallons of turpentine, 700 to 1000 pounds of resinate and over 1500 pounds of paper pulp can be gotten from a cord of stumps and branches of long-leaf yellow pine. This plant has been regarded as in the nature of an experiment, but now that the practicability of the process has been demonstrated, the owners are forming the De Soto Naval Stores Co., with a capital of \$300,000, to relocate the present plant at a point in the South. In addition to this the company has completed plans for the erection of a 50-cord plant, to manufacture all the products, consuming 50 cords of wood per 24 hours. It is stated this will cost about \$30,000, and will produce a minimum of 1000 gallons of turpentine daily. The production of resin will average 100 barrels of standard size (285 to 300 pounds), while the yield of essential pine oil will be about 100 gallons per day. After the first plant is erected the company intends to organize subsidiary companies in various parts of the long-leaf yellow-pine belt. In prosecuting the developments of this process of turpentining, experiments were made which are said to show that the long-leaf yellow-pine chips, after the resinous substances are extracted therefrom, are suitable for the manufacture of paper pulp by either the soda or sulphite process. This discovery has been followed to a point where, it is claimed, a successful process has been evolved for making practically all grades of paper from the residue left after the turpentine, resin and essential oil have been obtained. Out of every cord of pine wood used in the process it is said that 1500 pounds of wood pulp can be obtained, and eventually it is planned to have paper mills established at many of the plants where the company's process of turpentine extraction is employed. In the meantime, however, it is intended, where shipping facilities will permit, to either manufacture the wood into pulp or ship the chips to Northern paper mills.

Officers of the De Soto Naval Stores Co. are: President, Charles E. Heald, president of John H. Heald Company, Lynchburg, Va., manufacturer of tanning extracts; vice-president, Ernest Williams, president of Williams & McMeithan Lumber Co., Lynchburg; general manager, George A. Kerr, chemical engineer for John H. Heald Company; secretary and treasurer, Frank F. Peard of Peard, Hill & Co., bankers, 212 East German street, Baltimore, Md.

Texas Lumbermen's Association.

The 21st annual convention of the Lumbermen's Association of Texas was held at Houston on Tuesday and Wednesday of last week. Chairman J. S. Rice called the meeting to order and introduced Mayor H. B. Rice of Houston, who welcomed the lumbermen to the city. The address of welcome was responded to by President Ernest Steves of the association, who was followed in an address by Hon. Thomas H. Ball, who spoke of the

many difficulties encountered by the lumbermen in their progress toward raising the standard of their business. At the afternoon session of the first day's meeting reports were submitted by President Steves, Secretary Swinford, Chairman George C. Vaughan of the committee on insurance, Frank Ray on membership, J. M. Rockwell on railroads, T. A. Low on legislation, and R. M. Farrar on statistics. Following the reports there was a short discussion of several subjects, after which President Steves announced the appointment of committees on memorials, resolutions and nominational directors. On the second day of the convention addresses were made by Hon. J. L. Storey of Austin, member of the State Railroad Commission; Thornwall Fay, vice-president and general manager of the Southern Pacific Railway system; John H. Kirby of Houston, W. B. Brazelton of Waco, and F. L. Hillyer of San Antonio. The committee on nominational directors submitted a report, offering the following names, the report being adopted: Cecil Lyon, Robert Law, W. B. Brazelton, T. Y. Hill, George C. Vaughan, Moruy Edwards, George M. Duncan, J. E. Quarles, E. H. Lingo, W. W. Cameron, Ernest Steves, C. H. Flatau, Jr., A. W. Miller, S. T. Swinford, J. W. Weed, J. T. Jeter, C. M. Campbell and R. B. Godley.

The re-election of Messrs. Ernest Steves of San Antonio and S. T. Swinford of Houston as president and secretary, respectively, of the association for the ensuing year was embodied in a motion made by E. H. Lingo of Fort Worth. This motion was adopted and Dallas selected as the next place of meeting.

Southern Hardwood Mfg. Co.

The Southern Hardwood Manufacturing Co. of Banks, Ark., recently incorporated, advises the MANUFACTURERS' RECORD that it will not construct anything at present other than the necessary sheds and kilns for sawmill and wagon-stock machinery, which it expects to install. This equipment has been purchased. The company anticipates installing a flooring and shingle machine at some future time, but no definite arrangements have been made as to this. The capacity of the plant will be from 10,000 to 30,000 feet of timber per day. Officers of the company are Messrs. A. A. Smith, president; Andrew V. Smith, vice-president and general manager, and A. R. Smith, secretary. The general manager will have charge of construction and equipment of the plant.

Fernandina's Trade.

Shipments of lumber and naval stores, etc., from the port of Fernandina, Fla., for the month of March amounted to 13,100,000 feet of lumber shipped coastwise, 3,649,000 feet shipped abroad, 60,708 barrels of rosin and 7575 gallons of turpentine. Beside these exports, there was a total of 10,220 tons of phosphate and 1425 bundles of palmetto leaves. Imports for the month amounted to 2925 tons of kainite from Germany, 4225 pounds of cheese from Holland and four iron tanks from England. The total value of outgoing cargoes was estimated at \$812,817.

Another Louisiana Company.

A number of Illinois capitalists, with W. Scott Matthews of Merryville, La., have organized the Sabine River Lumber Co., capitalized at \$200,000, to develop hardwood timber lands along the Sabine river in the western part of Calcasieu parish, Louisiana. This property consists of about 16,000 acres, and was recently purchased by Mr. Matthews from the receiver of the Chicago-Texas Land & Lumber Co. There is a sawmill on the tract having a capacity of 100,000 feet of lumber per day.

Officers of the new company are Messrs. W. Scott Matthews of Merryville, La., president; C. B. Cole, Chester, Ill., vice-president, and John B. Jackson, Anna, Ill., secretary and treasurer.

To Erect Sawmill.

The Cleveland Lumber & Timber Co. of Jackson, Ky., writing the MANUFACTURERS' RECORD with reference to its plans, states that the company has recently been organized with a capital stock of \$25,000 and will erect a complete sawmill plant at a cost of about \$10,000. The plant will have a daily capacity of 35,000 feet of lumber, and is primarily designed to develop a tract of about 2400 acres of poplar and oak timber which the company owns. Prices are desired on boilers and engines. Mr. Samuel E. Patton is the manager in charge of operations.

Big Timber Deal.

The Southwestern Lumber Co. of New Jersey, represented by President Samuel Park of the Industrial Lumber Co. of Beaumont, Texas, is reported to have purchased a tract of about 32,000 acres of hardwood timber in Calcasieu, St. Landry and Avoyelles parishes, Louisiana. The property is located near Glenmora, on the proposed route of the Louisiana extension of the Santa Fe Railroad. It is thought the purchasers will install a hardwood mill to develop the timber.

Sawmill for Titusville.

A new lumber company which is projected for Titusville, Fla., is that of the Titusville Lumber Co., now being organized. The promoters of the enterprise are Messrs. George E. Pritchett and brother of Titusville and Jacksonville, and Frank S. and G. C. Battle of Brockton, Ga. It is the purpose of the new company to erect a sawmill with a capacity of 40,000 feet of lumber, the product to include material for fish barrels, fruit and vegetable crates.

For a Box Factory.

Mr. J. G. Powell, 402 Wells Fargo Building, New Orleans, La., who is erecting a plant for the manufacture of packing boxes, shooks, etc., is in the market for the necessary machinery and gum and cottonwood lumber.

Flour Barrels Wanted.

Messrs. Z. J. Carter & Son of Wallace, N. C., advise the MANUFACTURERS' RECORD that they want manufacturers of flour barrels to quote prices in lots of 1500 to 2000; both shooks and barrels already made.

Lumber Notes.

Building permits issued in Montgomery, Ala., for the six months ended April 1 represented an estimated expenditure of \$754,774.

The Yellow Pine Paper Mill Co. of Orange, Texas, has recently installed equipment by which it extracts a good grade of turpentine from yellow-pine shavings before they are made into paper pulp.

The bark J. B. Robel recently cleared from Wilmington, N. C., with a cargo of 428,168 feet of lumber for New York. The shipment was made by the Angola Lumber Co. The schooner Carrie A. Buckman was also cleared for New York with a cargo of 287,560 feet of lumber shipped by the Cape Fear Lumber Co.

The Board of Trade of Savannah, Ga., has elected Messrs. William B. Stillwell, president; B. F. Bullard, vice-president; H. A. Crane, I. M. Frank, J. B. Chesnut, James Farie, Jr., L. McNeil, J. C. Schwarz, J. W. Motte, W. F. Baker, T. H. McMillan and George F. Armstrong, directors.

MINING**Red Hematite for Paint.**

An ideal material for making red paint may be obtained at certain localities in Northwest Georgia and Southeast Tennessee, as pointed out by Mr. Ernest F. Burchard of the United States Geological Survey, in a brief article that will be found in the Survey's forthcoming volume "Contributions to Economic Geology, 1906."

In these localities the Clinton oolitic hematite ore occurs in beds too thin to be profitably mined as iron ore under present conditions. As it contains an unusually high percentage of ferric oxide with but little silica and alumina, and practically no lime, it is highly suitable for the manufacture of red and brown paints. The rapid increase of building in the South, together with the enormous manufacture of railroad cars and structural iron, have created a demand for metallic paint that has brought these beds of ore into unexpected prominence.

The reason why this ore can be mined for paint material and not for iron-making are plain. Power, cable and a general mine equipment, to say nothing of a railroad spur a mile or more in length, are usually necessary in mining ore for iron making. In these cases the total amount of ore in sight indicates that the beds would be exhausted too soon to warrant this outlay. Furthermore, the nature of the deposits is likely to be such that a larger quantity of shale than ore would have to be removed either to win the ore or to provide the head room necessary for regular mine work, thus rendering it doubtful whether the ore could profitably be worked for iron, even if the quantity in sight were assuredly greater. When the right kind of ore occurs under these conditions, it is sufficiently valuable to paint manufacturers to bear the cost of mining by hand and of haulage by wagon to the nearest railroad.

Most of the material here considered is ground by paint mills at Chattanooga, but a part of it goes to Birmingham firms. The paints made are the reds and dark browns, while a considerable quantity of the ground oxide is sold for coloring sand, lime bricks and mortars for pressed-brick work.

The paint-ore beds at Wildwood and at Estelle, Ga., are described by Mr. Burchard. Both these localities are near Lookout Mountain, along both sides of which the Rockwood formation is exposed. This formation consists here of about 600 feet of calcareous and sandy shale, with some beds of blue limestone, sandstone and fossiliferous hematite.

The red paint ore produced in Tennessee is obtained mainly from White Oak Mountain and a smaller ridge lying to the east of it. The mines are all within four miles of Ooltewah, a station on the Southern Railway, 15 miles east of Chattanooga. Here the Rockwood formation consists largely of hard brown sandstone. The ore is so firm that it has to be blasted, yet it is thoroughly leached. The material is very fossiliferous and apparently contains only a moderate amount of silica for a well-leached ore.

Mining conditions are described in the paper, and analyses of the ore are given, as well as certain figures relative to costs of production.

Tile Plant, Marble Quarry, Etc.

Announcement is made that the Southern Mining & Manufacturing Co. of Bristol, Va.-Tenn., recently organized with a capital stock of \$70,000, is making preparations for construction work on its proposed plant for manufacturing tiling and dressed marble. The plant will be

located at Benhams, Va., on the Virginia & Southwestern Railroad, about seven miles from Bristol, where kilns of from 1200 to 2000 bushels daily capacity will be constructed for the purpose of burning lime. The company owns a large tract of land in the vicinity of Benhams, which is said to be underlaid with extensive deposits of granite and fire-brick clay. These will also be developed. Mr. George Langor of Pittsburgh, Pa. is the general manager of the company, and J. A. Dickey of Bristol, Tenn. is one of the incorporators.

To Develop Mines in Alabama.

A dispatch from Tuscaloosa, Ala. announces the organization of the Cypress Creek Coal Co. for the purpose of developing coal properties about eight miles from Tuscaloosa. The company has bought about 3000 acres of land which is said to contain an especially good steaming coal. In order to facilitate development work, it is understood that a bridge will be constructed across the Warrior river, near Hurricane creek, and a connection made with the Warrior Southern, a branch of the Mobile & Ohio Railroad. The capacity of the mines is expected to be about 1000 tons per day at first, and increased as the work progresses. Mr. R. E. Rodes of Tuscaloosa is the local representative of the company.

To Increase Its Facilities.

The Sayre Mining & Manufacturing Co. of Birmingham, Ala., is reported as intending to increase the output of its mines at Sayre from 1000 to 1750 tons of coal per day, and to construct 100 additional coke ovens. Plans are also under consideration for the further development of its coal properties, and the company will install additional plants for this purpose, but no definite announcement has been made as to this. Officers of the Sayre Mining & Manufacturing Co. are Messrs. A. N. Cleaver, president; John H. Adams, vice-president, general manager and treasurer, and James Weisel, secretary.

New Coal Company.

Messrs. W. P. Claiborne, D. E. Pate and William Gillenwaters of Knoxville, Tenn., and J. Blevins Hudnall of Middlesboro, Ky., have incorporated the Mary Moore Coal Co., with a capital stock of \$30,000, to develop coal deposits in the Middlesboro district. The company, it is said, will install a modern mining plant on the Louisville & Nashville Railroad, about two miles from Middlesboro, and develop its capacity to about 300 tons per day. It is stated that the vein of coal to be worked is of excellent quality and will measure six feet in depth.

Lignite for Fuel.

One of the largest railway systems in Texas, according to a report from Houston, is considering the use of Texas lignite in its locomotives. This system, it is stated, has arranged for lignite from the mines at Ledbetter, Texas, with which to test a new style of grate especially constructed for burning this fuel. It is said that lignite in Texas has not received much attention in connection with its value as a fuel, except in a general way, but whatever tests have been made, the results have been satisfactory.

Enlarging Facilities.

A report from Knoxville, Tenn., states that the Holston Zinc Co., which is operating zinc mines near McMillan, is installing new machinery and making improvements to its plant at a cost of from \$15,000 to \$20,000. The company is working one vein of ore which is said to be 23 feet

thick, another 12 feet thick and another 7 feet thick. It is expected to double the output of the mill, and after this is accomplished to erect a smelter for the reduction of the ores.

To Develop Iron Ore.

The Ackerson Creek Mining Co. reported last week as incorporating for the purpose of developing iron-ore property near Damascus, Va., writes the MANUFACTURERS' RECORD that it will operate in Johnson county, Tenn., under a lease from the Ward Iron Co., and will produce about 1000 tons per month. The main office of the company will be at Bristol, Va., with J. D. Dyer of Abingdon, Va., as superintendent in charge of operations.

Lead Mines and Smelter.

Messrs. J. H. Connor and J. C. Robb of Nashville, Tenn.; J. W. Edings, Albany, N. Y.; Tracy W. Pratt, Huntsville, Ala., and Frank Rochford of Boston, Mass., have incorporated the United States Lead & Smelting Co. at Nashville, Tenn., with a capital stock of \$50,000. The company has been organized, it is said, to develop lead deposits in the vicinity of Jamestown, Tenn., but the exact location has not been announced.

Kanawha River Loading.

Loading of coal in the Kanawha river district for March amounted to 391,105 tons, an increase over the loading for February. Of the total number of tons loaded, 290,880 were shipped inland. During the month the collieries shipped an aggregate of 11,710 tons of coke.

Mining Notes.

The Alabama Sulphur & Copper Co. of Pyriton, Ala., has been incorporated with a capital stock of \$1,000,000 by Messrs. O. A. Smith, Percy H. Smith, E. H. Thornton and the Alabama Securities Co. of Birmingham.

The Atlantic Coal Co. of Pleasantfield, Ala., has been incorporated with a capital stock of \$1,000,000. Incorporators are Messrs. G. B. McCormac of Birmingham, Ala.; H. E. McCormac, Franklin Ramsey, Ross C. Smith, T. S. Moise and the Empire Land Co.

Messrs. James Eugene Reiley and Eugene H. Reiley of Charlotte, N. C.; Stephen P. Spits and Charles T. Graf of Washington, D. C., have incorporated the American Mica & Mining Co. of Charlotte, N. C., with an authorized capital stock of \$200,000, to mine mica, zinc, copper, etc.

The Birmingham (Ala.) Zinc & Lead Co. has been incorporated for the purpose of operating lead and zinc mines and to manufacture articles from these products. Officers of the company are Messrs. J. R. Adams, president; W. C. Phillips, vice-president, and J. B. Dryer, secretary and treasurer.

The Swannanoa Corporation and the Pioneer Coal Corporation, each having a capital stock of \$25,000, have been incorporated at Bristol, Va.-Tenn. Officers of each company are Messrs. George L. Carter, president; J. Norment Powell, vice-president, and John A. Muse, secretary and treasurer.

New Enterprise for Baltimore.

A report that the Atlantic Basin Iron Works of Brooklyn, N. Y., will establish a branch plant on the water-front at Baltimore, Md., has been confirmed in authoritative advices to the MANUFACTURERS' RECORD. The company has recently had its representatives investigating, and has definitely decided to build a plant in this city. It now has the details under advisement, and will probably be prepared soon to state full particulars.

COTTONSEED**COTTONSEED CRUSHERS.****Plans for the Interstate Association's Convention.**

Although the program has not yet been completed for the annual meeting of the Interstate Cottonseed Crushers' Association, to be held in the convention hall of the Inside Inn at the Jamestown Exposition, it is understood that special addresses will be made by Hon. John M. Carson, chief of the Bureau of Manufactures, Department of Commerce and Labor, on foreign trade in cottonseed products; Dr. W. H. Wiley, chief chemist of the United States Government, on pure foods and the relation of cottonseed thereto, and Mr. N. C. Fowler, Jr., on advertising cottonseed oil products.

In speaking of the expected attendance at this meeting, Mr. Robert Gibson, secretary of the association, says:

"Already the various State associations are working up considerable enthusiasm over this meeting in their respective States. The South Carolina crushers recently met, and practically all of the mill men of that State have promised to attend the convention.

"In Georgia an active committee has thoroughly advertised the meeting, and it is expected that a large delegation will attend from that State.

"In Alabama, Mississippi, Louisiana, Texas, Tennessee, North Carolina, New York, Kentucky, Missouri, Ohio and Illinois the committees having this matter in hand are interesting the members and other mill men in the meeting, and from present indications the meeting will be the largest ever held in the history of the association.

"It is understood, of course, that every manufacturer of cottonseed products in the United States, whether a member of the association or not, is cordially invited to attend. It is also further understood that all manufacturers of cotton-oil mill supplies, brokers and exporters are also cordially invited to be present.

"On account of the unusual conditions prevailing this season in many States of the South, due largely to the damaged condition of the seed, it is expected that the report of the rules committee will be of great interest, as it is desired to make such changes as may be necessary to meet a possible repetition of last season's conditions."

Mr. Wm. Butler of the Portsmouth Cotton Oil Refining Co., Portsmouth, Va., is acting as the local representative of the association in the matter of engaging rooms for those expecting to attend.

Planning to Build Oil Mill.

Mr. J. L. Lovvorn of Bowdon, Ga., advises the MANUFACTURERS' RECORD that he is planning to erect a cottonseed-oil mill at once and desires to correspond with manufacturers of equipment.

The Maxton (N. C.) Oil & Fertilizer Co. has been incorporated with an authorized capital stock of \$100,000 to manufacture cottonseed oil, fertilizers, etc. Incorporators of the company are Messrs. J. W. Carter, A. J. McKinnon, W. H. Harding, T. O. Evan and R. M. Williams of Maxton, and W. H. Hiscox of Atlanta, Ga.

The Fifteenth National Irrigation Congress will be held at Sacramento, Cal., September 2-7. Mr. W. A. Beard of Sacramento is chairman of the executive committee of the congress.

The executive committee of the Texas Association of Cottonseed Crushers has decided to hold its 1907 convention in Galveston on June 25-26.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY.

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

ALABAMA.

Alabama—Cotton Mill.—Proposed mill mentioned recently in connection with name of C. E. Pearce of Fayetteville, N. C., is the same as the Tallapoosa (Ga.) Mills, which was fully reported. Mr. Pearce will be general manager.

Anniston, Ala.—Bottling Works.—Alabama Coca-Cola Bottling Co. incorporated with \$50,000 capital stock by Charles V. Bainwater, W. H. Edmondson, F. W. Duoton and L. C. Brown.

Anniston, Ala.—Railway-equipment Plant. H. A. McCord is reported to organize company to establish \$100,000 plant for the manufacture of engines and cars.

Bessemer, Ala.—Gas Plant.—H. H. Harrison, Jr., D. J. Gay and L. M. Dantzler, Jr., Biloxi, Miss., have applied for franchise to install gas plant. (Recently noted.)

Birmingham, Ala.—Machine Shops.—Roberts & Schaefer Co., Chicago, Ill., is reported to build machine shop. J. J. Roberts is general manager and treasurer; branch office, First National Bank Building, Birmingham.

Birmingham, Ala.—Coal Mines & Coke Ovens.—Sayre Mining & Manufacturing Co. will soon determine details of its proposed improvements, previously announced. It will largely increase its present output of 1000 tons of coal daily and add to its 100 coke ovens as necessitated by demands. John A. Adams is vice president.

Birmingham, Ala.—Lead and Zinc Mines.—Birmingham Zinc & Lead Co. incorporated with \$4000 capital stock; J. R. Adams, president; W. C. Phillips, vice-president, and J. B. Dryer, secretary-treasurer.

Birmingham, Ala.—Water-power Electrical Plant.—Warrior River Power & Electric Co. will be incorporated with capital stock of \$100,000 to develop the water-power of Locust fork of the Black Warrior river and transmit electricity for power and lighting. It is also contemplated to build a canal from Locust fork to Birmingham, to operate barges and vessels and to develop mines and quarries; officers are: president, M. C. Mc-

Gannon, Nashville, Tenn.; vice-president, Albert Hudson, also of Nashville, and secretary-treasurer, Edgar A. McCord of Albertville, Ala. (A proposition of this character on Locust fork was briefly mentioned in February.)

Bridgeport, Ala.—Electric Power Plant.—T. W. Pratt, Huntsville, Ala., has been granted franchise to build and operate electric-light and power plant.

Cullman, Ala.—Barrel Factory.—German Farmers' Association contemplates building plant to manufacture barrels and crates.

Goodwater, Ala.—Electric-light Plant.—City has voted affirmatively the issuance of \$5000 additional bonds to complete electric-light plant. Address The Mayor.

Cullman, Ala.—Guano Factory.—Farmers' Union is considering the establishment of guano factory.

Gadsden, Ala.—Electric-power Plant.—Alabama City, Gadsden & Attalla Street Railway Co. has awarded contract to Otto S. Fisher for erection of boiler building for new power plant; 40x30 feet; steel; fireproof.

Huntsville, Ala.—Tinware Factory.—Hamilton Sons Manufacturing Co. will establish tinware factory to produce patented articles, expending about \$5000 for buildings and equipment; building will be of frame, but other details not decided. The company will be incorporated with a capital of probably \$10,000. No contracts have been made, and information in connection with building and equipping such a plant is wanted. C. R. Madison is managing officer. (Lately referred to.)

Mobile, Ala.—Paper and Box-board Plant. J. W. Burge of Mobile, S. D. Squires, Dayton, Ohio, and F. M. Phillips, St. Louis, Mo., have organized company with \$100,000 capital stock to manufacture paper and box board from swamp grass.

Mobile, Ala.—Street Paving.—Southern Bitulithic Co. has contract for street paving.

Mobile, Ala.—Lumber.—Etowah Lumber Co. incorporated with \$10,000 capital stock; C. J. Slack, president; T. B. Cohen, vice-president; O. J. Stokes, secretary-treasurer, and E. T. Slack, general manager.

Montgomery, Ala.—Paving.—Bids will be received by R. S. Williams, City Treasurer, until May 6 for paving and otherwise improving South Hull street with vitrified brick, asphalt or bitulithic pavement or gravel.

Pleasantfield, Ala.—Coal Mines.—Atlantic Coal Co. incorporated with \$1,000,000 capital stock by G. B. McCormac, H. E. McCormac, Franklin Ramsay and others of Birmingham.

Pyrton, Ala.—Sulphur and Copper Mines.—Alabama Sulphur & Copper Co. incorporated with \$1,000,000 capital stock by O. A. Smith, Percy H. Smith, E. H. Thornton and the Alabama Securities Co. of Birmingham.

Russellville, Ala.—Road Improvements.—Report that county had voted issuance of \$200,000 of bonds for construction of pike is incorrect. (Mentioned April 11.)

Stevenson, Ala.—Electric-light and Water Plant.—City has granted franchise to company for furnishing electricity and water. Address The Mayor.

Tuscaloosa, Ala.—Coal Mines.—Cypress Creek Coal Co., recently organized to mine coal in Tuscaloosa county, has purchased about 3000 acres of coal land for development and expects to mine about 1000 tons daily, which will be increased as work progresses. It will build a bridge across the Warrior river near Hurricane creek to connect with the Warrior Southern Railway. R. E. Rodes is local representative.

ARKANSAS.

Banks, Ark.—Hardwood Manufacturing.—Southern Hardwood Manufacturing Co., lately reported incorporated, will construct sheds and kilns for sawmill and wagon-stock machinery, making about 3000 feet of floor area; company expects to cut from 10,000 to 30,000 feet of timber per day; later flooring and shingle mills may be installed. Andrew V. Smith is general manager.

Batesville, Ark.—Sewerage.—Contract for construction of proposed sewerage system was awarded to John McCoppin, Little Rock, Ark., at \$12,725. (Referred to February 21.)

Booneville, Ark.—Pumping Station, etc.—Chicago, Rock Island & Pacific Railway is reported to expend \$80,000 in improvements, including removal of pumping station from present location to roundhouse, drilling of five wells, enlargement of roundhouse, lay-

ing of extensive "Y" and additional trackage, etc. J. B. Berry, Chicago, Ill., chief engineer.

Calamine, Ark.—Mining.—Arbuckle Mining & Milling Co., composed of New York capitalists, has purchased mining property and will install machinery for immediate development of same; capital stock \$152,700.

Carlisle, Ark.—Cotton Gin and Mill.—Walter's Chapel Union Gin & Mill Co. incorporated with \$6000 capital stock by G. H. White, L. W. Hutson, W. Y. Mann and others.

Fort Smith, Ark.—Automobiles and Supplies.—Fort Smith Automobile & Supply Co. incorporated with \$15,000 capital stock by A. N. Sicard, Samuel McCloud, Gus Goehner, W. F. Blocker and others.

Greenwood, Ark.—Coal Mines.—Greenwood Co-operative Coal Co. incorporated with \$10,000 capital stock by A. W. Tomlin, I. C. Miller, Lee Thomas and others.

Hamburg, Ark.—Stave Mill.—Hamburg Manufacturing Co., recently mentioned, has been incorporated by W. C. Dunlap, Ed Throgmorton and E. E. Dunlap; will erect frame building 40x62 feet at cost of \$6000 for production of tight-barrel staves, with capacity of 10,000 to 12,000 per day.

Helena, Ark.—Laundry.—Star Laundry, mentioned recently as about to install steam laundry plant, has organized with the following officers: Frank H. Clark, secretary; Baker J. Bass, treasurer; S. A. Fuller, engineer and manager. A two-story brick building 33x132 feet will be erected at a cost of \$6000 for general laundry work.

Jonesboro, Ark.—Hub Factory.—G. M. Basler, Bloomfield, Ill., will establish hub factory, investing about \$25,000.

Leslie, Ark.—Cooperage.—H. D. Williams Cooperage Co. will establish plant for manufacturing 1000 barrels daily.

Little Rock, Ark.—Bridge Works.—Arkansas Corrugated Metal Co., recently reported incorporated, will engage in the manufacture of culverts and bridges. Address, corner 7th and Scott streets.

Little Rock, Ark.—Electric-power Plant.—Little Rock Railway & Electric Co. will install 1500-kilowatt turbine, recently purchased. It will rebuild and repair six miles of track and make improvements to carhouse, installing elevator and new machinery; R. F. Baise, chief engineer.

Little Rock, Ark.—Oil Wells.—Great Western Oil Co. incorporated with \$50,000 capital stock to deal in petroleum and other oils. W. R. Kemp is president and treasurer, W. W. McLaughlin vice-president and W. H. Willson secretary.

Little Rock, Ark.—Lumber.—Security Lumber Co. incorporated with \$35,000 capital stock. J. H. Green is president, J. P. Holmes vice-president and S. R. Morgan secretary-treasurer.

Magnolia, Ark.—Telephone System.—Magnolia Telephone Co. incorporated, with R. L. Morris, president, and Gus Kohn, secretary-treasurer.

Newport, Ark.—Hardwood Mill.—Frank F. Lee is president of the Fee-Crayton Hardwood Lumber Co., and not Edward F. Lee as printed April 4.

Plumerville, Ark.—Cotton Compresses.—American Cotton Compress Co. will rebuild plant and install both round and square-bale presses.

Plumerville, Ark.—Cotton Warehouse.—Plumerville Farmers' Union Warehouse Co., recently reported incorporated, will build warehouse with capacity for storing 3000 bales of cotton; cost \$3500; contractors, Farmers and Bankers' Warehouse Building Association, Houston, Texas; president, J. C. Griswold. Company's charter includes the privilege of cotton compressing, in which it may later engage.

Scott County, Ark.—Coal Mines.—J. B. Bicknell, Birmingham, Ala., and associates are reported as completing arrangements for the development of their 7000 acres of coal land in Scott county.

Van Buren, Ark.—Cannery.—J. B. Pollan, Fort Smith, Ark., contemplates organizing company with \$16,000 capital stock to establish cannery.

DISTRICT OF COLUMBIA.

Washington, D. C.—Bridge.—Gen. Alexander Mackenzie, chief of engineers, U. S. A., has approved plans for the reconstruction of pier No. 1 of the Aqueduct bridge, for which \$80,000 was appropriated by Congress.

Washington, D. C.—Printing.—National Printing & Exhibit Co. incorporated with \$50,000 capital stock. William B. Matthews is president.

FLORIDA.

Jacksonville, Fla.—Bottling Works.—Pepsi-Cola Bottling Co. incorporated with \$10,000 capital stock by C. F. Hurst, R. B. Smith and P. B. Smith.

Tampa, Fla.—Cigar Factory.—E. H. Gato, Key West, Fla., contemplates establishing cigar factory.

Pensacola, Fla.—Grain Products.—M. F. Gonzales Company incorporated with \$50,000 capital stock to manufacture grain products; William R. Gonzales, president, and Dickson B. Gonzales, secretary-treasurer.

Jacksonville, Fla.—Printing Plant.—Hall Printing Co. incorporated with \$15,000 capital stock; S. F. Hall, president; William M. Hall, vice-president; S. F. Hall, Jr., secretary, and C. L. Hall, treasurer.

Tampa, Fla.—Bridge.—Proposed bridge across Hillsborough river, agreement for which structure is awaiting confirmation by Legislature, will be a combination of railroad and carriage bridge, about 300 feet long, with draw. Address Geo. W. Wells, manager of Tampa Electric Co., or W. L. Parker, chairman Board of County Commissioners. (Mentioned April 11.)

Titusville, Fla.—Lumber.—Titusville Lumber Co. organized by George E. Pritchett and others. Plant will have a daily capacity of 10,000 feet of lumber and the product will include barrels for fish and crate material for fruits and vegetables.

GEORGIA.

Atlanta, Ga.—Slate Quarry.—Cherokee Slate Co. incorporated with \$50,000 capital stock to operate slate, marble and stone quarries by R. M. Walker and others.

Atlanta, Ga.—Water-works.—City has voted affirmatively the issuance of \$500,000 of bonds for improving water-works; previously referred to. Address The Mayor.

Atlanta, Ga.—Mattress Plant.—Metzer Mattress Co. incorporated with \$15,000 capital stock by Simon Metzer, Clara Metzer and Simon Freitag.

Atlanta, Ga.—Printery.—Index Printing Co. incorporated with \$10,000 capital stock and privilege of increasing to \$100,000. Modern machinery in being installed in the S. P. Richards Building, each machine being equipped with an individual motor. E. G. Willingham is president, M. G. Campbell vice-president and B. J. W. Graham secretary-treasurer.

Atlanta, Ga.—Shirt Factory.—Clem Phillips Shirt Co. incorporated with \$8000 capital stock by Clem Phillips, George W. Parrott and J. A. Paul.

Bowden, Ga.—Cotton-oil Mill.—J. L. Lovorn is planning to build cottonseed-oil mill.

Cedartown, Ga.—Woodworking Plant.—Central of Georgia Railway is reported to build woodworking shop, 50x100 feet; C. K. Lawrence, chief engineer, Savannah, Ga.

Cedartown, Ga.—Cotton Mill.—Standard Cotton Mills is reported as to double its present plant, one-fourth of the required new machinery having been ordered; present equipment 12,000 spindles.

Cedartown, Ga.—Ore Plant.—Woodstock Iron & Steel Corporation has leased and will develop the "Cherokee" mine. It will build ore washer, install pumping station on Cedar creek, lay pipe line to supply water, install modern steam shovel and other equipment; J. M. Barr, president; offices at Norfolk, Va.; J. B. Carrington, general manager; offices in Woodward Building, Birmingham, Ala.

Columbus, Ga.—Distillery.—Kaufman Bros. Company incorporated with \$10,000 capital stock and privilege of increasing to \$50,000 by Sam Kaufman, S. Mony Kaufman and J. J. Kaufman.

Columbus, Ga.—Bakery.—J. B. Everidge, 1618 11th street, will erect and equip building for bakery at cost of \$750; building to have press-brick front with plate glass; 30x10x100 feet; two stories and basement; second-story front four office rooms; ordinary construction; steam heating; electric and gas lighting; hand elevator; six-horse-power electric motor; complete bakery equipment; architect, T. W. Smith; contract not let.

Commerce, Ga.—Water-works and Sewerage.—City will vote on the issuance of bonds for construction of water-works and sewerage; C. J. Hood, Mayor.

Cordele, Ga.—Public Improvements.—City will issue \$45,000 of bonds for public improvements, as stated recently. Laying new sewer and water piping will be a part of the work; S. C. Stallings, engineer in charge; R. L. Wilson, mayor.*

Dallas, Ga.—Cotton Mill.—Paulding County Cotton Manufacturing Co. is reported as to double the capacity of its cotton-yarn mill, now operating 504 spindles.

East Point, Ga.—Brick Works.—Dan C. Lyle will establish brick-manufacturing plant.*

Eatonont, Ga.—Sewerage.—City has voted affirmatively the issuance of \$10,000 of bonds for constructing sewerage; referred to March 7. Address The Mayor.

Eatonville, Ga.—Water-power Electrical Development.—Charles F. Howe, Milledgeville, Ga., is purchaser of the water-power property lately reported sold by E. B. Ezell and Robert Adams of Eatonton and Geo. W. Atwood of Darion, Ga.

Griffin, Ga.—Street Improvements.—City will vote on the issuance of \$26,000 of bonds for street improvements. Address The Mayor.

Hogansville, Ga.—Lumber.—Davis Lumber Co. incorporated with \$8000 capital stock by S. A. Davis, S. A. S. Johnson and W. E. Johnson.

Hogansville, Ga.—Hay-press Plant.—York Hay Press Co. incorporated with \$5000 capital stock to manufacture the York hay press by S. A. Davis, C. K. Bass, J. T. Davidson and J. T. Pendergrast.

Jeffersonville, Ga.—Timber Development.—Announcements state that Brownlee & Carruth, Elberton, Ga., have purchased 10,000,000 feet of timber for manufacturing purposes and expect to locate four saw mills in Twigg county.

Lagrange, Ga.—Cotton Gin.—Fuller E. Calaway, Henry Banks, S. H. Truitt and others will erect cotton gin, investing about \$10,000.

Lagrange, Ga.—Cotton Gin.—Stock to amount of \$10,000 has been subscribed for public ginnery. Work will be commenced at once, power to be supplied from city lighting plant. Proposition is to gin 100 bales cotton per day. Address J. D. Edmundson, Mayor.

Milledgeville, Ga.—Laundry.—A. C. Short has leased building from E. E. Bass and will install laundry equipment.

Sandersville, Ga.—Sewerage.—Bids for the construction of sewerage system, mentioned April 11 to be received until April 29, will be received until May 3; Arthur Pew, consulting engineer, 619-20 Temple Court, Atlanta, Ga.*

Savannah, Ga.—Sawmill.—Henderson-Hull Buggy Co. will erect sawmill to be operated by an individual motor. Timber for this mill will be hauled about five miles with tram trains.

Savannah, Ga.—Cotton Mill.—Savannah Cotton Mills will install a new carding plant to replace old apparatus; about \$50,000 to be expended. It is understood that all contracts have been made and the improvements are in progress. Company is reported as contemplating to install knitting mill.

Valdosta, Ga.—Cottonseed-oil Mill.—Valdosta Oil Co. incorporated with \$23,000 capital stock and privilege of increasing to \$250,000 by J. M. Diffee, O. K. Jelks and Howard Harris.

Waycross, Ga.—Paving.—City will construct about 12,000 square yards of vitrified brick paving at a cost of \$20,000. Address The Mayor.

Winder, Ga.—Water Plant.—City will vote on the issuance of bonds for water plant. Address The Mayor.

KENTUCKY.

Frankfort, Ky.—Railroad Bridges and Culverts.—Kentucky Highlands Railroad Co. proposes as a part of its construction work to undertake the construction of a bridge across the Kentucky river, besides a number of smaller bridges and culverts. S. S. Bush, Louisville, Ky., is president; construction offices at Versailles, Ky., managed by C. D. Lemkuhl, superintendent of construction, and A. A. Bond, chief engineer.

Henderson, Ky.—Engineering and Construction Co. Incorporated with \$25,000 capital stock by W. A. McDonald and B. C. Hubbard, Evansville, Ind., and others.

Island, Ky.—Land Improvement.—McLean County Land Co. incorporated with \$6000 capital stock by C. D. Almon, Sam Ferguson and Maurice Everly.

Jackson, Ky.—Sawmill.—Cleveland Lumber & Timber Co., lately reported incorporated, will erect complete sawmill plant at cost of \$10,000; capacity 35,000 feet per day poplar and oak lumber; manager, Samuel E. Patton.*

Knott County, Ky.—Coal and Timber Development.—Reported that M. J. Morris, Sergeant, Ky., and associates have purchased about 2000 acres of coal and timber land for development.

Lexington, Ky.—Sewerage.—J. J. Fitzgerald is lowest bidder and will probably receive contract for construction of new sanitary sewer on South Limestone street; main sewer, 80 cents per foot; branches, 40 cents per foot; manholes, \$35; flush tanks, \$55, and rock excavation, \$2 per cubic yard.

Middlesboro, Ky.—Coal Mines.—Mary Moore Coal Co. incorporated with \$30,000 capital stock by Blevins Hudnall of Middlesboro, W. P. Calborne, D. E. Pate and William Gillenwaters, Knoxville, Tenn. It will install a modern mining plant to develop a vein of coal, and expects to have daily output of 300 tons. Spur track 200 feet long will be built.

Middlesborough, Ky.—Portland-cement Plant.—Referring to the proposition for building a Portland-cement plant near Middlesborough, which has been reported previously, Wm. J. Oliver of Knoxville, Tenn., who is interested, informs the Manufacturers' Record that the projectors are not yet ready to make a statement regarding the enterprise.

Paducah, Ky.—Fluor Spar Mines.—American Fluor Spar Co. incorporated with \$5000 capital stock by J. F. Harth, H. H. Loving, D. C. Roberts and others.

Paducah, Ky.—Printing.—Paducah Printing & Bookbinding Co. will erect and equip new building. Joe Potter is a member of the company.

Prestonsburg, Ky.—Bridge.—Prestonsburg Bridge Co. incorporated by W. H. May of Prestonsburg and Fon Rogers and V. E. Bivens of Pikeville, Ky.

LOUISIANA.

Alexandria, La.—Paving.—City has awarded contract to the Southern Construction Co. for construction of cement sidewalks and curbing on 16th, Holly, 3d and other streets; W. B. Turner, Mayor.

Arcadia, La.—Cottonseed-oil Mill.—Arcadia Cotton Oil Mill will make improvements to plant, consisting of the erection of 15,000-gallon steel tank and tower for water protection and additional building for fertilizer department.

Bogalusa (not a postoffice), La.—Sewerage and Water-works.—C. W. Goodyear, Buffalo, N. Y., vice-president of the Great Southern Lumber Co., and associates will determine upon plans for installing sewerage system and building 1,000,000-gallon reservoir for furnishing town with water. Plans of this company for locating lumber plant and town at Bogalusa have been previously detailed.

Crowley, La.—Plumbing.—Electrical & Plumbing Co., Ltd., organized with \$15,000 capital stock to conduct general electrical and plumbing establishment; L. H. Clark, president; D. C. Rose, vice-president; G. B. Brooks, secretary-treasurer, and S. B. Harmon, general manager.

Glenmora, La.—Timber Development.—Southwestern Lumber Co. of New Jersey (represented by Sam Park, president, Industrial Lumber Co., Beaumont, Texas) has purchased for development about 32,000 acres of hardwood timber land lying in Calcasieu, St. Landry and Avoyelles parishes. It is understood that a hardwood mill will soon be erected on the tract.

Homer, La.—Water-works.—City will vote on the issuance of \$40,000 of bonds for construction of water-works, for which surveys and estimates have been made. Address The Mayor.

Lake Charles, La.—Irrigation.—North American Land & Timber Co. has purchased the Indian Bayou canal and 6000 acres of rice land in Calcasieu parish. It will enlarge and improve the pumping plant on Indian bayou in order to furnish enough water to irrigate at least 10,000 acres of land, which will include the 6000 acres just purchased and 4000 acres additional now owned. Work upon the new canal connecting Sweet Lake with Lake Misere, noted March 28, is progressing. The plants now controlled by the company on Indian bayou, Sweet lake and Chloe are capable of watering about 25,000 acres this year.

Merryville, La.—Lumber Plant.—Sabine River Lumber Co. has completed organization with W. Scott Matthews, Merryville, president and general manager; C. B. Cole, Chester, Ill., vice-president, and John B. Jackson, Anna, Ill., secretary-treasurer. It controls about 16,000 acres of hardwood timber land along the Sabine river in Calcasieu parish, including a 100,000-capacity sawmill.

New Orleans, La.—Box Factory.—J. G. Powell, 402 Wells-Fargo Building, will estab-

lish plant for manufacturing packing boxes, shooks, etc.*

New Orleans, La.—Wood-fiber Plant.—Louisiana Wood Fiber Plaster Co. incorporated with \$20,000 capital stock to manufacture wood fiber; George Montgomery, president; Charles Teppino, Jr., vice-president, and N. M. Ansley, secretary-treasurer.

New Orleans, La.—Ice and Cold-storage Plant.—James M. Conner is promoting the establishment of ice and cold-storage plant with daily capacity of 40 tons. About \$75,000 will be invested.

New Orleans, La.—Land Development.—C. P. Young Engineering & Supply Co. incorporated with \$100,000 capital stock to acquire and develop lands; C. P. Young, president and treasurer; Geo. S. Dodds, vice-president, and Rube Van De Vere, secretary.

Oak Grove, La.—Cotton Gin.—A. W. Bivens will erect cotton gin to replace building recently reported burned. H. L. Lawton, Pioneer, La., will prepare plans; estimated cost \$6000 to \$8000; capacity 60 to 75 bales per day of 12 hours.

New Orleans, La.—Harvesting-machine Plant.—Cockrell Harvester Co. incorporated with \$300,000 capital stock to manufacture machines for harvesting corn and other crops by F. M. Cockrell, Brandt V. Dixon, Paul L. Winchester and Edwin Cockrell.

New Orleans, La.—Laundry.—Southern Laundry Co. incorporated with \$125,000 capital stock. It will soon put in operation the \$100,000 plant now being erected; Peter Gallagher, president; James M. Conner, vice-president; Henry H. Maloney, secretary-treasurer.

New Orleans, La.—Shipyard.—W. G. Coyle & Co. state they will not build shipyard on river-front property lately purchased by them. (Incorrectly reported April 4.)

New Orleans, La.—Fertilizer Plant.—St. Bernard Rendering & Fertilizer Co. has increased capital stock from \$50,000 to \$100,000. Plans and specifications have been accepted for a large plant one mile from present location to manufacture fertilizers, refined oil, bonemeal, tallow, greases, etc. About \$100,000 will be expended; Andrew Fitzpatrick, president.

Port Chalmette (P. O. New Orleans), La.—Cottonseed-oil Mill.—Southern Cotton Oil Co., New Orleans, operating plant at Gretna, La., is reported to erect tanks and establish plant at Port Chalmette.

Shreveport, La.—Bridge.—Shreveport and Bossier jointly are considering the erection of drawbridge at foot of Crockett street, costing about \$200,000. Address The Mayor, Shreveport.

Shreveport, La.—Concrete-brick Plant.—Louisiana Concrete Brick & Tile Co. incorporated with \$30,000 capital stock; Leon W. Huckins, president; Clarence W. King, vice-president, and G. M. Leadman, secretary-treasurer.

Washington, La.—Rice Mill.—Reported that the Union Irrigating Co., J. Franklin Shell of Opelousas, La., principal promoter, is arranging to secure the erection of a rice mill with capacity of 500 barrels.

MARYLAND.

Baltimore, Md.—Turpentine Plant.—The Southern Substitute Turpentine Co., 318 Equitable Building, Fayette and Calvert streets, has been incorporated with capital stock of \$300,000 to manufacture oils, paints, turpentine and substitutes for same by Samuel Weinberg and Ephraim Macht.

Baltimore, Md.—Picture-frame Factory.—William Carpenter Picture Frame Co. has been incorporated with capital stock of \$75,000 to manufacture picture frames by John Cowan, 100 West Madison street; J. H. Davis and Arthur A. Platty.

Baltimore, Md.—Furniture Factory.—R. Marino Company, 212 North Greene street, has been incorporated with capital stock of \$20,000 to manufacture furniture by Rosario Marino, Vincenzo Ambrose, Vincent Scalco, Vincent J. Demarco and Raphael Del Giulio.

Baltimore, Md.—Boulevard.—The bid of McDowell & Brown, Port Deposit, Md., of about \$30,000 will probably be accepted by the Highway Division of the State Geological Survey, W. W. Crosby, chief engineer, Johns Hopkins University, for construction of about three miles of the Baltimore-Washington boulevard. Bids will also shortly be taken for another portion of this work near Hyattsville.

Baltimore, Md.—Real Estate.—Maryland Real Estate Co. has been incorporated with a capital stock of \$10,000 to conduct a real estate business by J. Edward Tyler, 404 Fidelity Building, Charles and Lexington streets; R. Prescott Webb, 4 West Fayette

street; Charles W. Shaw, Ward B. Coe and George J. Schedel.

Baltimore, Md.—Clothing Factory.—Strouse & Bros., clothing manufacturers, Lombard and Paca streets, will erect an addition to their plant; Joseph Evans Sperry, architect, Calvert Building, Fayette and St. Paul streets.

Baltimore, Md.—Printing and Publishing.—MacNeal Printing Co. has been incorporated with capital stock of \$300 to conduct printing, publishing and stationery business by Andrew E. MacNeal, George A. Simms, Park Heights avenue and Gordon lane; Howard H. Taylor, 16 West Hill street, and George W. Misell.

Beltzville, Md.—Road Construction.—McDowell & Brown, Port Deposit, Md., have contract to build three miles of the Washington boulevard, between Beltzville and College, under the specifications of the geological survey; cost \$30,000.

Deer Park, Md.—Timber Development.—Reported that the Ashby Lumber Co. has purchased a tract of timber land for development.

Hagerstown, Md.—Portland Cement Plant.—Maryland Portland Cement Co. is having ground surveyed preparatory to erection of plant. Buildings (one of which will be 260 feet long) will be of steel frame, covered with corrugated iron, and with concrete foundations; plant will begin operations with a single unit of 1000 barrels daily capacity, covering space 400x300 feet, which can be increased so that when capacity reaches 2500 barrels daily buildings will cover about nine acres. Limestone will be taken from nearby quarry and shale from the Williamsport land recently purchased. Fred H. Lewis, Leeds, Ala., is in charge of construction and installation of machinery and will be assisted by Arnold Hochstrasser, New York, who will be resident engineer. DeCourcy W. Thom, president and treasurer; offices in Equitable Building, Baltimore, Md. (Recently referred to.)

Union Bridge, Md.—Cement Plant.—It is reported that Marion MacD. Prichard and associates, 723 Gaither Estate Building, 111 North Charles street, Baltimore, Md., will organize company to establish Portland-cement plant at or near Union Bridge.

MISSISSIPPI.

Bay St. Louis, Miss.—Sawmill.—Bay Lumber Co., lately reported incorporated, will erect sawmill at cost of about \$25,000 for building and equipment; capacity about 35,000 feet yellow pine per day; engineer, Fred Negratto; architect, John Ulysses; officers, W. J. Gex and John Ulysses.

Greenville, Miss.—Levee.—Board of Mississipp Levee Commissioners will receive bids until April 23 for constructing levee at Duvall's, amounting to about 160,000 cubic yards; C. H. West, chief engineer.*

Greenville, Miss.—Drainage.—City will vote on the issuance of \$20,000 of bonds for drainage. Address The Mayor.

Hattiesburg, Miss.—Lumber.—Richwood Lumber Co. incorporated with \$25,000 capital stock by W. B. Perry, A. E. Causey and others.

Jackson, Miss.—Knitting Mill.—C. E. Jones of Lykens, Pa., has addressed the Board of Trade relative to locating a \$12,000 hosiery knitting mill.

Jackson, Miss.—Cement Plant.—Mississippi Cement Tile Co. incorporated with \$10,000 capital stock.

Pearl River, Miss.—Electric-light Plant.—City contemplates providing for the establishment of an electric-lighting plant. Address correspondence to W. A. Terrell, Mayor.*

Perkins, Miss.—Land Improvement.—Cahamby Land Co. incorporated with \$50,000 capital stock by W. W. Farnsworth, J. R. Vidmer and Van O'Neal.

Vicksburg, Miss.—Levee.—Sealed bids will be received in triplicate at office of Mississippi River Commission, Third District, Vicksburg, until May 11 for about 1,705,000 cubic yards of levee work in Third District, improving Mississippi river; G. M. Hoffman, captain, engineers.*

MISSOURI.

Dixon, Mo.—Manufacturing.—Farmers' Manufacturing Co. incorporated by F. J. Holland, P. W. Peterson, G. S. Scott and others.

Graham, Mo.—Hardware Company.—Crawford-Goff Hardware Co. incorporated with \$10,000 capital stock by John H. Crawford, C. E. Goff, William E. Crawford and others.

Independence, Mo.—Farm-implement Factory.—Utah Plow Co., Ogden, Utah, has purchased 17½ acres of land and will begin the erection of plant to manufacture plows and

other farm implements; W. D. Danielson, president.

Joplin, Mo.—Mining.—M. H. Fox Mining Co. incorporated with \$16,000 capital stock by Hugh Dabbs, Thomas Dolan, George H. Berry and others.

Kansas City, Mo.—Ice and Cold-storage Plant.—Midland Ice & Cold Storage Co. has been organized and has purchased property, 189x500 feet, at \$30,000. S. S. Morehouse is interested.

Kansas City, Mo.—Coal Mines.—Edward Aull & Co. incorporated with \$25,000 capital stock by Set Serat, Edward Aull, M. W. Serat and others.

Kansas City, Mo.—Land Improvement.—Parker Bros. Real Estate & Construction Co. incorporated with \$10,000 capital stock by W. S. Anderson, Clerc Tilbury, Walter S. Parker and others.

Kansas City, Mo.—Lumber.—Florien Lumber Co. incorporated with \$200,000 capital stock by Herman Dierks, C. D. Logan, A. E. Hart and others.

Kansas City, Mo.—Speedometer Manufacturing.—Standard Speedometer Co. incorporated with \$5000 capital stock by Warren Davis, Brayton Davis and Sylvester De Ford.

Louisiana, Mo.—Transportation.—Louisiana Ferry & Transportation Co. incorporated with \$15,000 capital stock by Etta Hardin, Martha Burnett, C. N. Hardin and others.

Missouri—Mining.—Missouri United Mines Co. incorporated with \$300,000 capital stock to develop mines in Missouri; C. E. Eaton, president, and C. D. Fullerton, treasurer, both of Portland, Maine.

Racine, Mo.—Mining.—Racine Tripoli Co. incorporated with \$30,000 capital stock by Anna M. Morrison, David B. Morrison, O. L. McBride and others.

St. Louis, Mo.—Construction.—City Construction Co. incorporated by Mary Prendergast, Marie E. Prendergast and Edward Prendergast.

St. Louis, Mo.—Lumber.—George W. Miles Timber & Lumber Co. incorporated with \$20,000 capital stock by Arthur C. Ramsey, Verna Ramsey, Frank J. Rieffing and others.

St. Louis, Mo.—Manufacturing.—McCord Manufacturing Co. incorporated with \$50,000 capital stock by Ralph McCord, Clarence O. Cummings and John L. Weinrich to manufacture and deal in builders' and plumbers' supplies, etc.

Webb City, Mo.—Mining.—Royalty Land & Mining Co. incorporated with \$75,000 capital stock by A. S. Braznell, J. J. Keller, A. D. Hatten and others.

St. Louis, Mo.—Sawmill.—Gill-Fouch-Cook Sawmill Co. incorporated with \$9000 capital stock by William A. Gill, James F. Cook, both of St. Louis, and James D. Fouch of Chaffee, Mo.

St. Louis, Mo.—Lumber Manufacturing.—Western Manufacturing & Lumber Co. incorporated with \$20,000 capital stock by Theo. Ocha, George Popp, W. F. Zapf and others.

St. Louis, Mo.—Shoe Fasteners.—Frederick Paschen Shoe Fastener Co. incorporated by Frederick Paschen, John J. Meier, Martin Scherer and others.

St. Louis, Mo.—Tunnel.—Manufacturers' Railway, controlled by the Anheuser-Busch Brewing Association, is reported as considering the construction of tunnel under the Mississippi river from the foot of Dorcas street in St. Louis to a point in Illinois directly opposite.

Trenton, Mo.—Pavement and Sewer Construction.—Trenton Manufacturing & Construction Co. lately reported incorporated, will engage in the construction of pavements and sewers. Officers are H. W. Roh, president; H. F. Hoffman, treasurer; W. B. Lindsey, secretary; address, 400 Water street.*

NORTH CAROLINA.

Altapass, N. C.—Lumber Plant.—Tipp City Lumber Co., recently reported incorporated, will establish plant with present capacity of about 20,000 feet of poplar, oak and chestnut lumber per day; company is incorporated under laws of Ohio. U. J. Favorite, Tippecanoe City, Ohio, is president. Paul Cline is general manager.*

Altapass, N. C.—Lumber Plant.—Tip City Lumber Co. incorporated with J. M. Sanders, president, and Paul Cline, manager. It owns a large tract of timber land and has circular mills in operation.

Asheville, N. C.—Land Improvement.—Proximity Park Co. incorporated with \$50,000 capital stock by G. V. Reynolds, D. C. Waddell, Jr., F. R. Hewitt and others.

Asheville, N. C.—Distillery.—Mountain City Distillery incorporated with \$10,000 capital stock and privilege of increasing to \$15,000

by Patrick H. Thrash, Thos. O. Thrash and Fidella E. Gentry.

Charlotte, N. C.—Mica Mines.—American Mica & Mining Co. incorporated with \$200,000 capital stock by James Eugene Reiley and Eugene H. Reiley of Charlotte and Charles T. Graff, Washington, D. C.

Clayton, N. C.—Cotton Mill.—Incorporated: Liberty Cotton Mill Co., with capital stock of \$120,000, by A. J. Barber, J. T. Ellington, C. W. Horne and others.

Cleveland Mills, N. C.—Knitting Mill.—Reports state that John Osborne and associates will build knitting mill.

Fayetteville, N. C.—Cotton Mill.—Tolar, Hart & Holt Mills proposes to add 5000 spindles, thus increasing to a 20,000-spindle equipment. No contracts have been awarded, and propositions for the machinery are invited. Address John R. Tolar, president.*

Gastonia, N. C.—Clothing Factory.—J. F. Yaeger, A. A. McLean and others, operating plant for manufacturing silk skirts, will increase the output of factory.

Harmony, N. C.—Flour Mill.—Burt Owens will erect frame building to be equipped as flour mill.

Hendersonville, N. C.—Furniture Factory.—Williams & Welt Furniture & Supply Manufacturing Co., recently reported incorporated, was by mistake mentioned under "Henderson." Proper address is Hendersonville.

High Point, N. C.—Hardwood Plant.—Globe Mantel & Cabinet Co. has been organized by W. T. Hedgecock, B. C. Cassady, M. P. Sechrist and others for the manufacture of mantels, bank and office fixtures and hardwood specialties; will install machinery to amount of \$2500.

Lakewood (not a postoffice), N. C.—Cotton Mill.—S. B. Tanner, president of Henrietta Mills, Caroleen, N. C., and others have incorporated the Green River Manufacturing Co. with capital stock of \$261,000 to build cotton mill.

Lincolnton, N. C.—Cotton Mill.—Incorporated: Rhodes Manufacturing Co., with capital stock of \$300,000 authorized, by John M. Rhodes, president, C. W. Rhodes and D. P. Rhodes; company has completed its mill, previously reported, with 5000 spindles and 150 looms.

Lowell, N. C.—Cotton Mill.—Lowell Cotton Mills, has accepted plans for erection of 125x336-foot one-story building for another mill, to have a capacity of 15,000 spindles; motive power not decided on, but probably a steam plant will be installed. Contracts for machinery have been arranged. (Lately briefly noted.)

Maxton, N. C.—Cottonseed-oil and Fertilizer Plant.—Maxton Oil & Fertilizer Co. incorporated with \$100,000 capital stock by W. H. Carter, A. J. McKinnon, W. H. Harding and others.

Raleigh, N. C.—Woodworking Plant.—Ingle-side Lumber Co. has been incorporated, with J. D. Boushield president and treasurer; will erect additional dry-kiln with 5000 to 10,000 feet daily capacity; large planer is to be installed, another edger and fan system to produce, pine lumber, rough-dressed, 10,000 to 20,000 feet daily.

Rocky Mount, N. C.—Supply Company.—Co-operative Supply Co. incorporated with \$10,000 capital stock by Chas. H. Smith, H. B. Bullock, W. McRae and others.

Salisbury, N. C.—Cotton Mill.—Salisbury Cotton Mills' new building, lately reported as contracted for, will be a warehouse.

Statesville, N. C.—Furniture Plant.—Statesville Safe & Table Co. incorporated with \$50,000 capital stock by Henry Clarke, J. R. Morrison & Sons and others. Mr. Clarke and associates were reported March 28 as organizing company to manufacture kitchen safes and tables.

Tarboro, N. C.—Land Improvement.—Panola Land Co. incorporated with \$100,000 capital stock by George A. Holderness, Ed Pennington, Stamps Howard and others.

Troy, N. C.—Bridge.—Board of Commissioners of Montgomery County will receive bids until May 7 for construction of steel bridge over Little river at Tony's ford. O. B. Deaton is clerk to Board of Commissioners.*

Wadesboro, N. C.—Electrical Manufacturing.—Wadesboro Electrical Manufacturing Co. incorporated with \$10,000 capital stock by L. J. Huntley, John W. Gullidge, John T. Patrick and others.

Wake Forest, N. C.—Cotton Mill.—Royall Cotton Mills' additional building (recently reported as contracted for with Winningham & Fries of Greensboro, N. C.) will be 120 feet long by 80 feet wide and three stories high. It is reported the company will add about 800 spindles when the building is completed.

Washington, N. C.—Fertilizer Plant.—Pam-

lico Chemical Co., recently incorporated with \$100,000 capital stock to manufacture fertilizers of all kinds, has completed organization with J. F. Cowell, Bayboro, N. C., president and general manager; R. R. Fleming, Pastolus, N. C., first vice-president; George T. Leach, second vice-president, and Richard Bragaw, secretary, both of Washington.

Waynesville, N. C.—Water-works.—City will vote May 7 on the issuance of bonds for improving water-works. Address The Mayor.

Waynesville, N. C.—Woodworking Plant.—Waynesville Hardwood Manufacturing Co. will soon begin the manufacture of hardwood mantels; S. H. Keller, president.

Wilkesboro, N. C.—Distillery.—N. Glenn Williams, Williams, N. C., contemplates erecting distillery, investing about \$75,000 or \$100,000.

Wilmington, N. C.—Foundry.—Sargent Plumbing & Hot Water Works, Richmond, Va., has purchased and will remodel and equip building for the manufacture of radiators, boilers, plumbing material, etc. J. W. Sargent is president.

Wilmington, N. C.—Public Improvements.—City will vote May 7 on the issuance of \$400,000 of bonds for street improvements and \$50,000 for water-works and sewerage. Patrick Mathew is City Engineer. (Previously noted.)

SOUTH CAROLINA.

Anderson, S. C.—Street Paving.—The city will arrange for its proposed street-paving improvements after the sale of the \$75,000 of bonds now being offered. It may award contracts and may want an engineer. J. L. Sherrard is City Clerk.

Bamberg, S. C.—Water-works.—City will vote May 7 on the issuance of \$7000 of bonds to construct water-works. Address The Mayor.

Bristol, Tenn.—Water-power Electric Plant.—Charles Hall Davis and associates of Petersburg, Va., have submitted their proposition, through Charles Hansel & Co., engineers, of New York, for the development of 4000 horsepower on the Holston river, 10 miles from Bristol, electricity to be delivered at a substation for distribution by a separate company to be organized. This distributing company is being formed by Theodore Swan and associates of Bristol.

Columbia, S. C.—Distillery.—Richland Distilling Co. contemplates building distillery in Richland county.

Conway, S. C.—Electric-light Plant.—City offers an exclusive electric-light franchise for 15 years. Town will contract for 25 to 30 lights for street purposes. For further information address H. L. Buck, chairman of committee.

Fairmont, S. C.—Cotton Mill.—Reported that the Tyger Mills will install new machinery and make other improvements: present equipment, 8132 spindles and 256 looms.

Greenville, S. C.—Cotton Mill.—Woodside Cotton Mills is installing the additional machinery recently reported; new equipment includes 8000 spindles and 200 looms, to be in operation in two months.

Lancaster, S. C.—Electric-light Plant.—City has given an option to T. M. Hughes for franchise to establish electric-light plant.

Spartanburg, S. C.—Water-works.—City has engaged J. M. Ludlow, Winston-Salem, N. C., to make surveys and estimate cost of installing water-works.

Spartanburg, S. C.—Electric-power Plant.—Southern Power Co. of Charlotte, S. C., has purchased site near Spartanburg for erection of electric-power distributing plant to cost \$100,000.

TENNESSEE.

Bristol, Tenn.—Coal Mines.—Pioneer Coal Corporation incorporated with \$25,000 capital stock; George L. Carter, president; J. Norman Powell, vice-president, and John A. Muse, secretary-treasurer.

Bristol, Tenn.—Coal Mines.—Swannanoa Corporation incorporated with \$25,000 capital stock: George L. Carter, president; J. Norman Powell, vice-president, and John A. Muse, secretary-treasurer.

Centerville, Tenn.—Phosphate, Iron Ore and Timber Development.—Dr. A. H. Griggs has purchased 1700 acres of land in Hickman and Lewis counties containing phosphate and iron-ore deposits, timber, etc., which will be developed.

Chattanooga, Tenn.—Sawmills.—John Bogenholz, Stanley & Bogenholz, will establish additional sawmills in several States, and proposes to have at least five plants always in operation. Mr. Bogenholz has recently secured contract to furnish the Big Four system with ties during the next five years.

Chattanooga, Tenn.—Cotton Mill.—W. R.

Crabtree, 216 Miller Building, proposes forming company to build cotton mill.*

Columbia, Tenn.—Shuttle Factory.—Geo. C. Webster is reported as considering the establishment of shuttle factory.

Johnson City, Tenn.—Paving and Sewers.—It is probable that the city will lay a mile of outfall sewer and pave sewer and provide sidewalks for a considerable amount of street during the summer. G. L. Smith is Mayor.

Johnson City, Tenn.—Cement-brick Plant.—D. G. Keys & Co., recently mentioned as having installed machine for cement brickmaking, will build sheds costing about \$1500; will produce 10,000 cement brick per day, using hand-power machines. Officers: D. G. Keys, president; W. A. Allison, vice-president; Charles Cox, secretary and manager; W. R. Young, treasurer. Address Box 166.

Johnson Stand (not a postoffice), Tenn.—Coal Mines.—Reported that the Monterey Coal Co. will soon undertake the development of coal land near Johnson Stand. John T. Wilder, Knoxville, Tenn., is one of the officers.

Knoxville, Tenn.—Marble Works.—Gray Stone Marble Co. will establish plant costing \$10,000 for the manufacture of gray marble into merchantable blocks. Edward T. Sandford is president and J. A. Eckel general manager.*

McFarland, Tenn.—Gold Mines.—Tennessee Gold & Copper Co., incorporated previously, owns and is to develop lands in the Coker Creek gold district, six miles from McFarland, the latter being 75 miles from Knoxville. The company has sunk and is sinking additional shafts, and will probably consider the erection of stamp mill about June 1. Capital stock is \$1,000,000; officers: president, W. A. Cannon; vice-president, C. W. Ross, and secretary-treasurer, T. J. Hinton, all of Knoxville, Tenn. Address company, care W. A. Cannon, Box 504, Knoxville.

McMillan, Tenn.—Zinc Mines.—Holston Zinc Co. is building an addition to its mill to be equipped with new machinery which will double present capacity, expending between \$15,000 and \$20,000. It is also proposed to erect smelter for reduction of the ores.

Memphis, Tenn.—Mattress Factory.—R. G. Browning, 30 North 3d street, contemplates engaging in the manufacture of mattresses.

Memphis, Tenn.—Printing Plant.—Paul & Douglass will erect building to be equipped as printery: three stories; brick and stone veneer; concrete foundation, costing \$10,000; cost of building, \$36,000; F. B. Young, contractor.

Nashville, Tenn.—Lead Mines.—United States Lead & Smelting Co. incorporated with \$50,000 capital stock by J. H. Connor and J. C. Robb of Nashville, Tracy W. Pratt, Huntsville, Ala., and others.

Nashville, Tenn.—Land Improvement.—Nashville Land Co. organized with \$25,000 capital stock by Paul M. Davis, John H. Reeves, T. J. Felder and others.

Nashville, Tenn.—Bridges.—Davidson County will construct two steel bridges across the Cumberland river at an estimated cost of \$800,000; engineer, H. M. Jones; bridge committee, James K. Raines, C. T. Cheek, W. E. Norvell, J. M. Wilson and T. L. Herron; mentioned recently.

Nashville, Tenn.—Construction.—Sevier County Construction Co. incorporated with \$5000 capital stock by W. T. Walker, P. E. Walker, M. B. McMahan and others.

Nashville, Tenn.—Telephone System.—Home Telephone Co., recently reported incorporated with \$1,000,000 capital stock, has taken over the Home Telegraph Co. and proposes to install additional machinery. According to the conduit ordinance, all wires will be placed underground; R. E. Cooper, president; W. C. Polk, vice-president; H. M. Perry, treasurer, and Charles Curry, secretary.

Nashville, Tenn.—Wood-fiber Plaster Plant.—Nashville Wood Fiber Plaster Co., reported incorporated last week with capital stock of \$25,000, proposes to establish wood-fiber plaster plant with daily capacity of 30 tons. It will erect 40x60-foot building of frame; mill construction; composition roof; sheet-iron; three stories high; cup elevators, etc. Building will be equipped with 30 horse-power electric motor, sand dryer, plaster mixer, clay grinder, hair-picker and wood-fiber machine; cost of building \$3000 and of equipment \$12,000; company proposes building seven or eight plants in the South. Address company, E. M. Forbes in charge, Maxwell House.*

Newport, Tenn.—Development.—Tennessee Development Co. incorporated with \$100,000 capital stock by B. D. Jones and B. W. Hooper of Newport, Frank We're, J. L. Francis and others of Oklahoma City, O. T.

Shady, Tenn.—Timber Development.—T. K. Garland Lumber Co. has purchased 300 acres

of timber land and is installing three mills to develop the property, which is estimated to cut 3,000,000 feet of hardwood timber.

TEXAS.

Beaumont, Texas—Gas Plant.—Beaumont Gaslight Co., recently reported incorporated with \$750,000 capital stock, is negotiating for site on which to erect gasholder and plant; Henry Dawes, president; K. L. Ames, vice-president; H. B. Hurd, secretary-treasurer; Joseph Markley, chief engineer, all of Chicago, Ill., and A. A. Hauser, Beaumont, general manager. (This is a reorganization of the Beaumont Gas Co.)

Beaumont, Texas—Oil Refinery.—United Oil & Refining Co. will erect three new stills at the Spindale Top Refinery.

Beaumont, Texas—Oil Refinery.—Gulf Refining Co. has increased capital stock from \$750,000 to \$1,500,000.

Berclair, Texas—Cotton Gin.—Farmers' Gin Co. will erect cotton gin costing \$500.

Bessie, Texas—Irrigation System.—Bessie Land & Water Co. has reorganized as the San Benito Land & Water Co. with \$500,000 capital stock. Alba Heywood, president, and W. H. Stenger, vice-president, both of Jennings, La., and Ed. F. Rowson, Houston, Texas, treasurer. Work on canal and pumping plant, now being constructed, will be rapidly pushed to completion.

Brownsville, Texas—Sugar Mill.—Ohio & Texas Sugar Co., recently organized with \$1,500,000 capital stock, will erect solid concrete and steel building to be equipped as sugar mill with daily capacity of 1000 tons, expending about \$300,000. It is proposed to plant about 3000 acres in sugar-cane; F. H. Lindenberg, Columbus, Ohio, president; P. E. Blalock, Brownsville, first vice-president; F. A. Winder, second vice-president, and Charles R. Mayers, treasurer. Mr. Blalock was reported April 11 as contemplating the erection of sugar mill.

Caldwell, Texas—Water-works Improvements.—City contemplates installing pump and gasoline engine at water plant. Address The Mayor.

Cisco, Texas—Gas and Oil Wells.—G. W. White, Mineral Wells, Texas, has leased 140 acres of land at Old Canyon Lake and will bore for oil and gas and further develop coal deposits.

Cisco, Texas—Oil Wells, Coal Mines, etc.—G. W. White, Mineral Wells, Texas, will furnish Cisco with natural gas and develop the oil and coal fields near the city.

Denton, Texas—Gas Works.—Denton Gas Co., lately reported incorporated, will erect building 30x60 feet; capacity of plant 6000 cubic feet gas per day; officers, H. M. Griffin, president; R. J. Wilson, vice-president; C. M. Simmons, treasurer; Newt. M. Lee, manager and engineer in charge.

El Campo, Texas—Rice Elevator.—El Campo Rice & Elevator Co. Incorporated with \$25,000 capital stock by E. L. Correll, W. W. Duson, F. Andrew Wilson and others. (Recently referred to.)

Ellinger, Texas—Cotton Gin.—Ellinger Gin & Milling Co. has been organized by Fritsch & Kroehl and others; will erect cotton gin and mill.

Everman, Texas—Telephone System.—Everman Telephone Co. incorporated with \$5000 capital stock by J. Martin Scott, J. L. Grant and Dr. J. A. Hammack.

Flatonia, Texas—Lumber Plant.—Flatonia Lumber Co. incorporated with \$10,000 capital stock; E. A. Armin, president; M. Farnau, vice-president; W. Willeford, treasurer, and H. Miller, secretary.

Fort Worth, Texas—Laundry.—Natatorium Laundry Co. contemplates erecting two-story brick and stone laundry building on present site.

Galveston, Texas—Sewerage.—Trueheart & Jackson are lowest bidders at \$19,485.88 for extension of sewer laterals, and C. G. Wells, City Engineer, has recommended to the Board of City Commissioners that the bid be accepted.

Galveston, Texas—Power Plant.—Galveston Electric Co. is laying concrete foundation for temporary power-house annex. Building will be frame with galvanized roof and sides and be equipped with a 500-horse power engine and generator and a 500-horse-power boiler, supplying about 10,000 additional lights.

About \$15,000 will be expended on this addition, which is only intended to increase the company's lighting facilities during the summer months. Permanent improvements will be made next fall, and facilities for lighting will then be tripled. Present plant has 430 horse-power, which will supply 8600 lights, while new machinery now ordered will give an additional 700 horse-power, supplying about 2200 lights. It is understood that about \$100,000 will be expended for the entire work.

Galveston, Texas—Grading.—Bids for the filling of the Galveston Terminal Co.'s property (comprising about 600,000 cubic yards) to be used for extensive terminal facilities have been rejected. Only one bid was received, and this has been forwarded to higher officials of the Frisco-Rock Island-Yoakum lines with recommendations of Chief Engineer Burns. In the meantime it is understood that the Colorado & Santa Fe Railroad will join the Terminal Company, making the amount of filling nearly 1,000,000 cubic yards. Company's proposed yards will include the construction of 31 miles of trackage, brick and concrete warehouse, portion being two stories high, 40x300 feet; cotton platform 240 feet wide and 1300 feet long, roundhouse, small repair shops and other necessary buildings. The Galveston Terminal Co. was recently mentioned as about to begin the improvement of its property on Galveston Island.

Goliad, Texas—Warehouse.—Goliad County Farmers' Union Warehouse Co. incorporated with \$3000 capital stock by E. Horny, R. L. Pettus and George J. Swickhimer.

Higgins, Texas—Lumber.—Higgins Lumber Co. Incorporated with \$12,000 capital stock by Marion S. James, John A. May, W. H. Black and others.

Houston, Texas—Hardware.—Roberts & Wilk Hardware Co. Incorporated with \$20,000 capital stock by Max Roberts, Louis Wilk and M. K. Nathan.

Houston, Texas—Oil Wells.—Humble Oil & Development Co. Incorporated with \$3000 capital stock by G. H. Hermann, A. J. Binz, J. J. Settegast and J. C. Lockett.

Lagrange, Texas—Cotton Compress.—Lagrange & Lockhart Compress Co. is making extensive improvements to its plant. John Schuhmacher is president.

Lindale, Texas—Brick Plant.—Lindale Brick Co. Incorporated with \$40,000 capital stock by Robert Clark, Jr., Robert H. Clark and Kelly Nowlin.

Mansfield, Texas—Cottonseed-oil Mill.—Mansfield Cotton Oil Co. Incorporated with \$25,000 capital stock by D. S. Rumph, J. J. Watson, J. H. Harrison, H. D. Stevens and others.

Marathon, Texas—Rubber Plant.—Texas Rubber Co. Incorporated with \$100,000 capital stock to manufacture crude rubber from the guayule plant and other shrubs. It has leased large tracts of land in Pecos, Brewster and other counties and has contracted for the guayule on a vast acreage in addition. At present only crude rubber will be manufactured, but later machinery will be installed to make the finished product. Equipment, it is understood, has been ordered. Otto Koehler, John J. Stevens and S. G. Newton, all of San Antonio, Texas, are the incorporators.

Mart, Texas—Cotton Compress.—Mart Compress Co. Incorporated with \$20,000 capital stock by A. P. Smyth, W. W. Woodson, J. R. Gillam and others.

Mineral Wells, Texas—Cottonseed-oil Mill. Mineral Wells Cottonseed Oil Co. has been organized with \$40,000 capital stock; I. W. Ball, president; D. M. Howard, vice-president; M. M. Bright, secretary-treasurer, and Robert Kaye, general superintendent.

Mt. Pleasant, Texas—Peanut Factory.—Texas Peanut Manufacturing Co., lately reported organized, is planning to establish threshers in different localities. Company now has paid-up capital of \$2500 and is authorized for \$5000. Directors are M. Greenup, C. O. Lide, T. L. Denman, E. S. Lillienstern, J. A. Davis, S. C. Tabb; president, J. E. Callahan; R. F. Lindsay, secretary and treasurer.

Nacogdoches, Texas—Lumber Plant.—Texas Yellow Pine Lumber Co., capitalized at \$50,000, is completing arrangements for building new plant at Lelavale. It now owns a mill in Nacogdoches county, and the combined capacity of the two plants will be 75,000 feet per day. T. J. Williams is president.

Orange, Texas—Cold-storage Plant.—J. H. and H. W. Bland are equipping their building with cold-storage plant and have installed ice-compressing machine, operated by 15-horse-power gasoline engine.

Orange, Texas—Lumber.—Alexander-Hardee Lumber Co. Incorporated by G. A. Alexander, Mrs. V. E. Hardee and E. P. Gardner.

Roxton, Texas—Cotton Gin.—Roxton Cotton Oil Co. will increase capital stock and install gin with 16 stands.

San Angelo, Texas—Water-works.—San Angelo Water Works Co. is reported to install 3,000,000-gallon pumps, direct conducted to steam turbines. W. A. Guthrie is manager.

San Antonio, Texas—Oil Wells.—Ada Oil Co. has been organized with \$15,000 capital stock to develop a 10-acre tract in the Pied-

ras Pintas oil field; J. N. Groesbeck, Campbellton, Texas, president; George F. Lupton, vice-president, and Jess Fry, secretary-treasurer.

Seguin, Texas—Brewery.—Reported that company has been organized to establish brewery. Charles Bruns is president and C. E. Lips secretary.

Seymour, Texas—Cotton Gin.—Farmers' Gin Co. Incorporated with \$14,000 capital stock by L. C. Harrison, W. L. Knight, J. C. Wright and others.

Sherman, Texas—Mill and Grain.—Brackett-Fielder Mill & Grain Co. Incorporated with \$80,000 capital stock by W. O. Brackett, A. A. Fielder, D. W. Gulick and others.

Snyder, Texas—Cottonseed-oil Mill, Gin and Compress.—John Guitar, Jr., R. G. Anderson, E. S. Keen and W. B. Guitar, all of Abilene, Texas, have incorporated company to build cottonseed-oil mill, gin and compress.

Temple, Texas—Hardware.—Brady & Black Hardware Co., lately incorporated with \$40,000 capital stock, will deal in hardware, sporting goods, paints, steam goods, stoves and housefurnishings, wholesale and retail; directors, William A. Brady, Duncan A. Black, Wm. F. McGregor and Joseph C. McKeon, Jr. (Mentioned April 4.)

Waco, Texas—Sewerage.—Mayor and Sanitary Committee of City Council will receive bids until May 16 for construction of about 15 miles of sanitary-sewer extension; James B. Baker, Mayor; R. B. Dickey, City Secretary.

Wharton, Texas—Sawmill.—Armstrong & Co. will erect sawmill to cost \$8000; building of frame and corrugated iron; capacity 10,000 feet rough hardwood per day; officers, W. B. Sullivan for the manufacture of brooms and whisk brooms. T. B. Noble is manager.

Wichita Falls, Texas—Broom Factory.—Wichita Falls Broom Manufacturing Co., recently reported incorporated, will erect brick building 125x60 feet after plans by Smith & Sullivan for the manufacture of brooms and whisk brooms. T. B. Noble is manager.

Wichita Falls, Texas—Publishing.—Times Publishing Co. Incorporated with \$20,000 capital stock by Frank Kell, R. E. Huff, Wiley Blair and others.

VIRGINIA.

Abingdon, Va.—Construction.—Abingdon Construction Co., lately reported incorporated, will establish plant for construction of building material, including cement blocks, lime, brick, rough and dressed lumber, wood-fiber wall plasters, etc. Office, storeroom and sheds will be erected at cost of \$3500. Large quarry in being operated to supply crushed rock for macadamizing; capacity for output of building block about 300 per day; secretary and manager, Thomas H. Mason.

Appalachia, Va.—Drug Company.—Old Dominion Drug Co. Incorporated with \$10,000 capital stock. J. P. Edmonds, Stonega, Va., president; M. L. Stalwart, Appalachia, vice-president, and C. F. Blanton, Big Stone Gap, Va., secretary-treasurer.

Bells, Va.—Feldspar Mining.—R. E. Rayman, East Liverpool, Ohio, and E. A. Schubert, Roanoke, Va., are officers of the Blue Ridge Kaolin Co., mentioned March 28. This company is just commencing the development of feldspar near Bells.

Benham, Va.—Clay Mines.—Southern Mining & Manufacturing Co., recently organized with \$70,000 capital stock, will soon begin the development of its property, containing granite and fire-brick deposits. It is proposed to install kilns capable of producing from 1200 to 2000 bushels of lime daily for manufacturing tiling and dressed marble. Three miles of railroad, connecting with the main line of the Virginia & Southwestern Railway, will be constructed. George Langor, Pittsburgh, Pa., is general manager.

Bristol, Va.—Iron-ore Development.—Ackerson Creek Mining Co. Incorporated with W. L. Umberger, president, and W. E. Umberger, vice-president, both of Chilhowie, Va., and S. V. Fulkerson, secretary-treasurer. Bristol, Tenn.; has leased lands from the Ward Iron Co. and will ship 1000 tons iron ore per month from Johnson county, Tennessee, and other points; superintendent, J. D. Dyer, Abingdon, Va.

Bristol, Va.—Stove Works.—Bristol Stove & Foundry Co. Incorporated with \$25,000 capital stock by H. R. Ripley (president), G. C. Harris, Cal George and Len George.

Charlotteville, Va.—Lumber.—Albemarle Lumber Co. Incorporated with \$25,000 capital stock. G. J. Bradish is president, R. A. Watson secretary and W. M. Pitts treasurer and manager.

Culpeper, Va.—Improvement Company.—Culpeper Improvement Co. Incorporated with \$10,000 capital stock. W. A. Jackson is president, John Nall, Jr., vice-president and J. E. R. Lightfoot secretary.

Danville, Va.—Manufacturing.—Noell-Anderson Manufacturing Co. is proceeding with the erection of proposed plant. Main building will be three stories high, 65x122 feet, constructed almost entirely of concrete; adjoining this structure will be drykiln, also of concrete, 37x81 feet. A number of out-houses will also be erected. It is proposed to light the entire plant with electricity. Two spur tracks from the Southern Railway will connect with the factory; trestle of the track will have a concrete bed and be 306 feet long, with a capacity of 50,000 tons of coal. Dietrick & Pearson are in charge of the work, which calls for a total expenditure of about \$25,000. The Noell-Anderson Company makes office furniture, tables, desks, etc., and expects to manufacture about 3,000,000 feet of hoghead staves per year to supply consumers in Danville and adjacent cities.

Fredericksburg, Va.—Milling.—Fredericksburg Milling Co. Incorporated with \$25,000 capital stock by Henry Wissner (president), B. Goldsmith, P. Carlton, J. M. Griffin and others.

Fugates Hill, Va.—Telephone System.—Russell Mendota Telephone Co. Incorporated with J. C. Pruner, Mendota, Va., president; N. C. Fugate, Castlewood, Va., vice-president, and John E. Baker, Hansonville, Va., treasurer.

Graham, Va.—Hardware.—Graham Hardware Co. Incorporated with \$10,000 capital stock. C. E. Kelster is president, W. M. Poston vice-president and S. W. Kelster secretary-treasurer.

Hartville, Va.—Distillery.—Mountain Rose Distilling Co. Incorporated with \$50,000 capital stock. W. G. Atkins is president, W. D. Via vice-president and G. H. Woods secretary-treasurer.

Hartville, Va.—Distillery.—F. DeHart Distilling Co. Incorporated with \$50,000 capital stock by G. L. Roberson (president), J. T. Houchins and D. L. DeHart.

Lynchburg, Va.—Mining.—Pittsville Mining Co. Incorporated with \$50,000 capital stock. E. R. Hunter is president and C. M. Guggenheimer secretary.

Lynchburg, Va.—Naval Stores Manufacture, Paper-pulp Plant, etc.—DeSoto Naval Stores Co. is being organized, with capital stock of \$300,000, to distill turpentine and manufacture resin, paper pulp and other products from long-leaf Southern pine. It has plant which it proposes to relocate and enlarge to a daily capacity for distilling 20 cords of wood, producing 400 to 500 gallons of turpentine and 50 gallons of essential oil. Plans are completed for a 50-cord plant for manufacturing all the products. A plant as proposed, to consume 50 cords per 24 hours, will produce 1000 gallons of turpentine, 100 barrels (25 to 300 pounds) of resin and 100 gallons of essential pine oil. After the first 50-cord plant is in operation the company intends forming subsidiary corporations throughout the long-leaf yellow-pine belt. Charles E. Heald is president, Ernest Williams vice-president, George A. Kerr general manager and Frank F. Peard, 212 East German street, Baltimore, Md., secretary-treasurer. DeSoto Naval Stores Co.'s general address is 212 East German street, Baltimore, Md. Correspondence relative to machinery and other equipment can be addressed to the general manager at Lynchburg. (Reference was made in February to proposition of Messrs. Heald, Kerr, Williams and Peard for manufacturing paper from pine and to their experiments at Lynchburg.)

Lynchburg, Va.—Shirt Factory.—DeWitt-Wharton Manufacturing Co. has awarded contract to C. W. Hancock & Son at \$12,000 for erection of proposed shirt-factory building, after plans by E. C. Frye; three stories and basement; 40x100 feet; total floor space, 16,000 feet; red brick; slate roof; interior of mill construction; maple floor; electric elevator; sprinkler system. Clinton DeWitt is president. (Recently referred to.)

McKinney, Va.—Timber Development.—Butterworth Lumber Co., Butterworth, Va., has purchased 15,000 acres of timber for development; purchase price said to be \$50,000.

Norfolk, Va.—Sewerage.—Seventh Ward Local Improvement Board will soon advertise for bids for the construction of complete system of sewerage for Seventh ward, for which \$10,000 is available.

Norfolk, Va.—Roller Mills.—Daisy Roller Mills will rebuild plant recently burned, probably removing it to Berkley or Portsmouth. It is understood the new mill will have a daily capacity of 3000 barrels of meal and cost about \$30,000. R. P. Waller is president.

Norfolk, Va.—Navigation.—Ocean Navigation Co. Incorporated with \$25,000 capital stock; D. L. Margolius, president; B. Margolius, vice-president, and D. H. Goodman, secretary-treasurer.

Norfolk, Va.—Automobile Manufacturing.—Norfolk Automobile Co. Incorporated with \$15,000 capital stock. W. C. Koller is president, G. F. Miller treasurer and P. R. Howard secretary.

Norton, Va.—Ice Plant.—Norton Ice Co. Incorporated with \$50,000 capital stock. L. O. Pettle, Big Stone Gap, Va. is president, Geo. Jenkins vice-president and F. B. Kline secretary-treasurer, both of Norton.

Richmond, Va.—Manufacturing.—Mountcastle Manufacturing Corporation Incorporated with \$15,000 capital stock. G. B. Mountcastle is president, J. R. Mountcastle vice-president and Everett Waddey secretary.

Richmond, Va.—Stove Works.—Southern Stove Works will make additions to plant. Two buildings will be erected—one steel and brick warehouse, 200x90 feet; one four-story brick, 90x65 feet, to be used in manufacturing; engineer and architect, R. W. Jeffrey; product and capacity, cooking and heating stoves, 400 per day; contracts are let. (Lately mentioned.)

Roanoke, Va.—Power Plant.—Roanoke Street Railway & Electric Co. has received plans prepared by Aubrey Chesterman, Lynchburg, Va., for new power-house, details of which were noted February 21. Bids will close April 20. J. W. Hancock is general manager.

Rocky Mount, Va.—Electric-light Plant.—Atkins Milling Co. is reported to install electric-light plant for lighting the city.

Smithfield, Va.—Cannery.—Smithfield Battery Park Canning Co. incorporated with \$10,000 capital stock. B. F. Latimer is president, J. B. Grimes vice-president, J. W. Thomas treasurer and A. O. Bloxam secretary.

Stokesville, Va.—Cooperage.—Virginia Cooperage Co. Incorporated with \$20,000 capital stock. J. A. Bell is president and A. J. Young vice-president, both of Staunton, Va.

WEST VIRGINIA.

Bluefield, W. Va.—Sand and Brick Plant.—Silica Manufacturing Co., recently reported incorporated for the production of silica sand and brick and other sand products, is in possession of building, which, with equipment, cost about \$40,000 to \$45,000. George Shafer is president; address, both Bluefield, W. Va., and Tip Top, Va.*

Bridgeport, W. Va.—Pottery.—West Virginia Pottery Co. has been reorganized and incorporated with \$12,000 capital stock by V. L. Highland, S. S. Faris, N. M. Jones and others.

Charleston, W. Va.—Chemical-engine Plant. Kanawha Chemical Engine Manufacturing Co. incorporated with \$100,000 capital stock to control patents on fire-fighting apparatus invented by Dr. J. O. Banning, Hartford, Conn., will soon begin the erection of six buildings, four of which will be 45x120 feet. One will be used for machine shop and others for foundry, warerooms, etc. It will build and sell portable and stationary fire engines for chemicals for the fireproofing of materials and extinguishing fires, and the manufacture of high-pressure air compressors; Ellis Crawford, president; Walter Ashby, vice-president; W. W. Woodroe, secretary-treasurer, and Howard Abbott, manager; offices in the Boyce Building, Kanawha street.

Charlestown, W. Va.—Grist Mill.—Chas. C. Conklyn and associates are reported as considering the installation of grist mill.

Charleston, W. Va.—Natural Gas Supply.—J. E. Chilton, W. E. Chilton, E. T. Crawford, W. L. Ashby and others are organizing a company to furnish natural gas, principally for fuel in manufacturing plants. They have secured developed gas properties and propose laying gas mains at once.

Fairmont, W. Va.—Repair Shops.—The Baltimore & Ohio Railroad Co. is understood to have had plans prepared and to soon begin the erection of proposed repair shops. D. D. Carothers, Baltimore, Md., chief engineer.

Grafton, W. Va.—Publishing.—Grafton Sentinel Publishing Co. Incorporated with \$25,000 capital stock by Genie W. Ford, Harry D. Comerford, Hugh Warder and others.

Huntington, W. Va.—Oil and Gas Wells.—De Walt Oil & Gas Co. Incorporated with \$50,000 capital stock by I. J. Harshbarger, L. J. Corbly, J. A. Emmone and others.

Kanawha Falls, W. Va.—Aluminum Works. Wilson Aluminum Co. contemplates erecting new plant, utilizing 7000 horse-power available, of which only 3000 horse-power is being used at present. The company now manufactures an alloy (known as titanium) for hardening armor plate, but the new plant will probably manufacture other chemical compounds and alloys.

Keyser, W. Va.—Street Paving.—H. C. Brooks Company, Fairmont, W. Va., has

contract at about \$20,000 for paving streets. Brick to be used will be manufactured by the Hammond Brick Co., T. I. Brett, manager.

New Martinsville, W. Va.—Glass Works.—New Martinsville Glass Manufacturing Co. will proceed with rebuilding plant reported burned March 21. It is proposed to issue bonds having a face value of \$20,000.

Parsons, W. Va.—Telephone System.—Geo. A. Dean and associates have applied for franchise to construct telephone system.

Piedmont, W. Va.—Plumbing and Gas Fixtures.—National Gas Supply Co. Incorporated with \$10,000 capital stock by H. K. Drane and R. V. Drane, both of Piedmont; F. M. Robey and D. F. Blackston, Cumberland, Md., and others.

Princeton, W. Va.—Printing and Publishing.—Princeton Printing & Publishing Co. Incorporated with \$10,000 capital stock by Hugh G. Woods, W. B. Honaker, C. B. Martin and others.

Randolph County, W. Va.—Lumber.—Roaring Creek Lumber Co. Incorporated with \$20,000 capital stock to deal in timber land and manufacture lumber at Lantz Siding, W. Va. W. A. Porter, E. L. Shirley, Singleton Bell and others, all of Clearfield, Pa., are the incorporators.

Romney, W. Va.—Water-works, Sewerage, etc.—School for the Blind is considering plans for construction of new water main (two and a half miles long), reservoir, water-works and sewerage system, for which \$13,000 has been appropriated by the Legislature.

Smithfield, W. Va.—Oil Wells.—Amber Oil & Gas Co. Incorporated with \$500,000 capital stock by J. E. Carnahan, H. L. Smith, William Horne and E. O. Keifer. It owns 1300 acres of oil land, upon which four producing wells are located. Main office in New Martinsville, W. Va.

Williamson, W. Va.—Light and Ice Plant.—Williamson Ice & Light Co. Incorporated with \$100,000 capital stock by J. W. Peters, S. D. Stokes and others.

INDIAN TERRITORY.

Bartlesville, I. T.—Sewerage.—April 2 city voted \$40,000 of bonds for extension of sewer. Address W. H. Whaley, City Engineer.

Briartown, I. T.—Bridge.—Midland Valley Railroad has awarded contract for erection of steel suspension bridge over the South Canadian river to cost \$250,000. Structure will have seven spans, the two principal ones being 250 feet long; J. H. Harris, general superintendent, Muskogee, I. T.

Chickasha, I. T.—Cotton Compress.—Traders' Compress Co. will rebuild cotton compress recently burned at a loss of about \$650,000.

Mannford, I. T.—Oil and Gas Wells.—Polar Oil, Gas & Mining Co., lately reported incorporated, has named as managing officers F. R. Wheeler and J. M. Hamilton. (Mentioned April 4 under Terlton, O. T.)*

Tulsa, I. T.—Oil Wells.—St. Louis Petroleum Co. recently reported incorporated by George J. Kobnah and others of St. Louis, Mo., has purchased several thousand acres of land in Indian Territory for development. Col. J. B. Schonfeldt, Muskogee, I. T., will be active representative in the oil fields.

OKLAHOMA TERRITORY.

Carmen, O. T.—Telephone System.—Rich Valley Telephone Co. Incorporated by A. G. Melrose, E. Hughes and Walter Milum.

Chandler, O. T.—Ice Plant.—Chandler Ice Co. Incorporated with \$20,000 capital stock by H. M. Johnson, L. H. Rooney, S. C. Terrell and others.

Cleveland, O. T.—Oil Refinery.—It is reported that G. M. Heise, representing the Pava Oil Co. of Pittsburgh, Pa., is making arrangements preliminary to the construction of an oil refinery by that company at a cost of \$500,000, the improvements to include the laying of piping to connect the refinery with the oil fields.

El Reno, O. T.—Sewerage.—City has voted affirmatively the issuance of bonds for construction of sewerage system. Address The Mayor.

Kingfisher, O. T.—Telephone System.—Huntingville Telephone Co. Incorporated by M. B. Gilliland, E. M. Hale and Joseph Thomas.

Oklahoma City, O. T.—Cotton Gin.—J. W. Team and others will incorporate company with \$10,000 capital stock to erect cotton gin. Plant will be equipped with machinery capable of ginning 40 bales of cotton per day. Construction work will begin within 10 days.

Oklahoma City, O. T.—Development Company.—Edgemore Development Co. Incorporated with \$250,000 capital stock by Harry L. Gerson, W. F. Young, W. L. Payne and others.

Oklahoma City, O. T.—Lumber.—J. W. Metz Lumber Co. Incorporated with \$200,000 capital stock by J. W. Metz, L. A. Heckard and D. Otis Metz, Wichita, Kan., and others.

Oklahoma City, O. T.—Electric-light Plant.—Oklahoma Gas & Electric Co. is planning extensions to its electric-lighting system and will build sub-station at Putnam Park. Between \$5000 and \$6000 will be expended.

Oklahoma City, O. T.—Wire-crate Works.—Folding Wire Crate Co. Incorporated with \$50,000 capital stock by Bernard G. Mathy, Frederick G. Hart, A. B. Fontain, John F. Kuhn and others.

Ponca, O. T.—Water-works and Sewerage.—City has voted affirmatively the issuance of bonds for constructing water-works and sewerage. Address The Mayor.

BURNED.

Ashland, Ky.—Vansant-Kitchen Lumber Co.'s machine shop; loss \$5000.

Baltimore, Md.—James M. MacDonough's chair factory at 744-746 East Lombard street; loss about \$15,000.

Charlotte, N. C.—Asbury & Finger's planing mill; loss \$10,000.

Chickasha, I. T.—Traders' Compress Co.'s cotton compress; loss \$650,000.

Crowley, La.—Hunter Rice Mill Co.'s plant; loss about \$60,000. W. H. Hunter, Jr., president.

Decatur, Ala.—Griffin Bros.' carriage shop; loss about \$3000.

Galveston, Texas.—Sealy Building, owned by John Sealy and Mrs. R. Waverly Smith; loss \$60,000. Building owned by the J. H. Hutchings estate; loss \$20,000. Richard O'Rourke Building; loss \$5000.

Hattiesburg, Miss.—Riverside Lumber Co.'s planing mill, operated by Dan Fairley; loss \$5000.

Jackson, Ky.—Swan-Day Lumber Co.'s planing mill; loss \$5000.

Macon, Ga.—Central Mattress Manufacturing Co.'s plant; loss \$8000.

Mangum, O. T.—Moore Mill & Gin Co.'s and the Chickasha Cotton Oil Co.'s plants; total loss about \$75,000.

Milledgeville, Ga.—Cook Lumber Co.'s plant; loss \$25,000.

Millville, W. Va.—Daniel Baker & Sons' plant; loss \$5000.

Millville, W. Va.—Standard Stone & Lime Co.'s crusher-house; loss about \$10,000.

Mt. Olive, N. C.—Bell Lumber Co.'s dry-kilns; loss \$3000.

Norfolk, Va.—Daisy Roller Mills.

Rome, Ga.—Tribune Publishing Co.'s plant; loss \$20,000.

Valley Bend, W. Va.—Wilson Lumber Co.'s mill; loss \$5000.

Winnfield, La.—City Hotel, owned by J. A. Colvin; loss \$15,000.

BUILDING NOTES.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Albertville, Ala.—Cottage.—Hogan Jackson wants plans and specifications for a modern six-room cottage.

Alexandria, La.—Residence.—Hugh Corria will erect residence to cost \$6000.

Amarillo, Texas—Residence.—W. H. Fuqua, president First National Bank, contemplates erecting residence to cost about \$30,000.

Anderson, S. C.—Business Block.—J. M. Payne is having plans prepared by C. Gadsden Sayre for business block to be erected at cost of \$16,000.

Anderson, S. C.—Residence.—J. J. Tretwell will build residence, for which C. Gadsden Sayre is now preparing plans.

Anderson, S. C.—Residence.—J. T. McCown will erect \$6000 residence after plans by C. Gadsden Sayre.

Ashdown, Ark.—Courthouse.—H. M. West-brown has contract at \$23,370 for erection of courthouse.

Asheville, N. C.—Federal Building.—Brown, Logan & Co. were lowest bidders, at \$63,000, and will probably receive contract for improving and enlarging Federal building.

Baltimore, Md.—Warehouse.—Referring to warehouse to be erected on Pratt near Light street by the Di Giorgio Fruit Co., 109 South Charles street, the following contractors are estimating on construction: H. S. Rippel, 7 Clay street; J. H. Walsh & Son, 1525 Maryland avenue; John Hughes, Jr., 104 East Saratoga street; Atlas Construction Co., Continental Building, Baltimore and Calvert streets; John F. Wright, 18 Clay street; A. Knell, Jr., 212 Courtland street; Harry H. Geist, 2114 East Monument street, and Brooks & Rozier, 1622 Grove Place.

Baltimore, Md.—Warehouse.—It is reported that the Baltimore Bargain House, Baltimore near Howard street, will shortly erect warehouse on corner Wicomico, Scott and Stockholm streets to cost about \$600,000. Joseph Evans Sperry, architect, Calvert Building.

Baltimore, Md.—Hospital.—The board of trustees of the Sheppard and Enoch Pratt Hospital, John C. Daves, secretary, 212 Chamber of Commerce Building, Water and Commerce streets, has awarded contract to John Cowan, 106 West Madison street, for the construction of several additional buildings on its grounds near Towson, Md.; dining-room, two stories, 52x130 feet; kitchen, two stories, 32x40 feet; bakery, two stories, 29x66 feet; brick with stone trimmings; steel-frame construction; fireproof; electric wiring and fixtures; sanitary plumbing; steam-heating system; elevators; cost \$125,000; Charles E. Cassell & Son, architects, Law Building, 225 Courtland street.

Baltimore, Md.—Amusement Building.—William A. Flamm, 126 North Calhoun street, has commissioned Louis Levi, architect, American Building, Baltimore and South streets, to prepare plans and specifications for an amusement building to be erected at 35 West Lexington street; one story; ornate exterior; electric wiring and fixtures. Pearce & Scheck, 227 North Eutaw street, will occupy the building.

Baltimore, Md.—Dwelling.—Chas. E. Ford, Ford's Opera-House, Fayette near Eutaw street, has awarded contract to James L. Constantine, West Arlington, for the construction of 2½-story frame dwelling on Park Heights avenue. Electric wiring and fixtures, sanitary plumbing and heating system will be installed; Charles E. Cassell & Son, architects, Law Building, 225 Courtland street.

Baltimore, Md.—Dwelling.—Wm. A. Applewhite, 2913 St. Paul street, will erect three-story brick and stone dwelling on St. Paul between 30th and 31st streets to cost about \$8000; Jacob F. Gerwig, architect, Hoffman Building, 11 East Lexington street. John S. Moke, builder, Hoffman Building, is estimating on construction.

Baltimore, Md.—Warehouse.—Abraham La-bowitz, 322 South Bond street, has awarded contract to Willis & Mason, 324 West Biddle street, for the reconstruction of church building on Canton avenue near Broadway into a three-story warehouse.

Baltimore, Md.—Dwellings.—The New England Construction Co., 557 Equitable Building, Calvert and Fayette streets, will erect seven two-story brick dwellings on Belvedere avenue near Park Heights avenue to cost \$30,000; Jacob F. Gerwig, architect, Hoffman Building, 11 East Lexington street.

Baltimore, Md.—Restaurant Building.—George Gunther, 2102 East Baltimore street, has awarded contract to James F. Farley, Franklin Building, for the construction of restaurant building on Light near Perry street; two stories, 18x80 feet; brick with stone trimmings; electric wiring and fixtures; sanitary plumbing; heating system; Clarence E. Anderson, architect, Law Building, 225 Courtland street.

Baltimore, Md.—Dwellings.—Wm. Grosup, 2919 North Calvert street, will erect four dwellings at northeast corner Calvert and 29th streets; three stories, 25x159 feet; brick with stone trimmings; electric wiring and fixtures; sanitary plumbing; steam-heating system; cost about \$60,000.

Baltimore, Md.—Store Building.—Carl G. Hilgenberg, president of the Carr-Lowrey Glass Co., Westport, has purchased lot at 525 North Howard street and will erect store building on the site, which is 27x167 feet.

Baltimore, Md.—Suburban Development.—North Point Land Co., Wm. R. Dorsey, manager, 350 Equitable Building, Fayette and Calvert streets, will develop for residential purposes about 500 acres of land in the vicinity of North Point on the Chesapeake bay.

Baltimore, Md.—Warehouses.—The Di Giorgio Fruit Co., 109 South Charles street, has commissioned John Freund, Jr., architect, Vansant Building, 210 East Lexington street, to prepare plans and specifications for two warehouses to be erected on Pratt and Balderston streets near Light street; one two stories, 40x110 feet, and other two stories, 57x97 feet; brick with granite base and stone trimmings; mill construction; electric wiring and fixtures; sanitary plumbing; steam-heating system; electric pavement lifts and elevators. Bids on construction will be asked later.

Baltimore, Md.—Dwellings.—Arthur Burdette, builder, 5 South Payson street, will erect 10 two-story brick dwellings on Fayette near Payson street, to cost \$16,000; George Clothier, architect, Hoffman Building, 11 East Lexington street.

Baltimore, Md.—Dwellings.—Boston Fear builder, Elgin avenue, will erect nine two-story brick dwellings on 7th street between North and Westwood avenues, to cost \$21,000; Jacob F. Gerwig, architect, Hoffman Building, 11 East Lexington street.

Baltimore, Md.—Warehouse.—Walter E. Kriell, 517-521 South Howard street, will erect warehouse at 604-606 West Pratt street; three stories, 38x88 feet; brick with stone trimmings; mill construction; cost \$6000; J. C. Spedden, architect, 3936 Park Heights avenue.

Baltimore, Md.—Warehouse.—Albert H. Wehr, 528 Law Building, 225 Courtland street, has awarded contract to Joseph Schamberger, 212 East Baltimore street, for the construction of warehouse at corner Light street and Welcome alley; two stories, 20x60 feet; brick with terra-cotta trimmings; tin roof; Worthington & Ahrens, architects, Law Building.

Baltimore, Md.—Warehouse.—The Lehne Antque Co., 322 North Howard street, will erect a warehouse in the rear of its store building; three stories, 37x72 feet. Thomas B. Stanfield & Son, 109 Clay street; W. Buckley, H. S. Rippel, 7 Clay street; James F. Farley, Franklin Building, Baltimore, and North streets, and Wm. H. Porter & Son, 505 East Forrest street, will estimate on construction; Louis Levi, architect, American Building, Baltimore and South streets.

Beaumont, Texas—School.—Contract has not yet been let for school building to be erected by South Park School District No. 6, mentioned April 4. Building will have steam heat and be lighted by gas. Bids will be opened about May 1. Address J. C. Eisenbraut, president School Board, Box 317.

Beaumont, Texas—Masonic Temple.—Contract has been awarded to S. B. Dorris for building to be erected by Masonic Temple Co. of Beaumont after plans by Sanguinet & Staats. Fort Worth, Texas; building will be two-story, brick, 60x115 feet; ordinary fireproof construction; cost \$27,000; electric lighting to be used. E. E. Eastham has plumbing contract. Keith Electric Co. has contract for lighting building; secretary, T. W. Redman.

Bluefield, W. Va.—Store Building.—A. J. Hearn will erect store building. Plans are being prepared by Holmboe & Lafferty, who will receive bids according to the following specifications: Building 47x176 feet, four stories; common and press brick; native stone; iron and steel, structural; composite roofing; metal ceiling; cornice; skylight; tile floor; plate glass; electric fixtures; waterclosets; two elevators, passenger and freight; building to cost \$25,000.

Brunswick, Ga.—Office Building.—Reported that a local syndicate headed by L. R. Akins is preparing to erect four or five-story office building.

Cameron, Texas—Business Buildings.—Adjoining buildings for H. E. Bauknight, F. W. Reed and F. Fahrendorf, for which contract has been given to J. T. Westmoreland, will be built of brick, with cement floors and metal ceilings; sizes 24x80, 22x90 and 16x90 feet, respectively; estimated cost \$7000. Electric lighting will be used. (Mentioned recently.)

Chandler, O. T.—Courthouse.—Commissioners of Lincoln county have advertised for bids for erection of courthouse to cost \$100,000. Plans by P. H. Weathers, Kansas City, Mo., have been accepted.

Chatom, Ala.—Courthouse and Jail.—Southern Structural Steel Co., San Antonio, Texas, has been awarded contract for erection of courthouse and jail, bids for which were mentioned February 14. Plans were prepared by W. S. Hull, Jackson, Miss. Building will be 32.6x35.1 feet, fireproof, to cost \$9000. Hot-air heating will be used.

Chattanooga, Tenn.—Passenger Station.—Chattanooga Terminal Co. has postponed to May 1 the opening of bids for erection of its proposed passenger station, previously detailed. This building is to cost \$300,000, and the plans have been prepared by Donn Barber, 24 East 23d street, New York. Company's engineer in charge is W. Dunbar Jenkins, offices in News Building.

Clarksburg, W. Va.—Store Building.—Holmboe & Lafferty have plans for addition to store and flat, 20x40 feet, two stories, for J. F. Krome; common brick; stone; sills and caps; tin roof; metal ceiling; skylight; hard plaster; gas and electric fixtures; plate glass; bathtub; washstand and watercloset; window guards; cost \$2500. Bids will be received by architects until May 1.

Cleburne, Texas—Warehouse.—Farmers' Union contemplates building cotton warehouse to cost \$5000 and have a capacity of 3500 bales. J. L. Armstrong, Buda, Texas, is reported interested.

Comanche, Texas—High-school Building.—Board of Trustees has awarded contract to Joe E. Lollar, Fort Worth, Texas, at \$21,000 for erection of high-school building, including heating and plumbing. Structure will have base of native-hewn stone, with superstructure of brick.

Commerce, Texas—Buildings.—T. A. Lundy has contract to rebuild the East Texas College, burned some time ago; three stories and basement; cost \$30,000.

Covington, Va.—Jail.—Board of Supervisors has awarded contract to the Pauly Jail Building Co., St. Louis, Mo., at \$16,900 for erection of new jail building; two stories; brick; contain 18 steel cells, with corridors and modern sanitary arrangements; steam heat.

Cuero, Texas—Hotel.—Charles Lenz will erect brick hotel.

Cuero, Texas—Business Building.—J. A. Graves has awarded contract to Albert & Fuess at about \$8000 for erection of two-story brick building with 84 feet frontage.

Cumberland, Md.—Theater.—Maryland Theater Co. will open bids April 18 for theater building it will erect at a cost of \$70,000. Company was reported incorporated March 7 by Thomas Footer and others for erection of theater after plans by John D. Allen, Philadelphia, Pa.

Dallas, Texas—Church.—Ervay Street M. E. Church contemplates erecting \$40,000 edifice; Wesley D. Thompson, pastor.

Dallas, Texas—Residence.—Mrs. W. H. Allen will erect residence to cost \$10,000.

Denison, Texas—Union Depot.—James Stewart Company, St. Louis, Mo., has contract to erect proposed \$300,000 union depot for the Missouri, Kansas & Texas Railway.

Douglas, Ga.—Church.—Sealed bids will be received at office of E. L. Tanner, chairman building committee, until May 1 for erection of Baptist church. Plans and specifications can be obtained from E. L. Tanner or G. C. Thompson, architect, Atlanta, Ga. Bids must be accompanied by certified check for \$500.

Eastville, Va.—Jail Building.—B. F. Smith Fireproof Construction Co., Washington, D. C., is preparing plans for county jail, issue of bonds for which were recently mentioned as approved by Board of Supervisors. Building will be brick, 24x30 feet; fireproof; cost \$4700. Address Samuel Townsend, chairman Board of Supervisors.

Elkins, W. Va.—Office Building.—C. H. Scott will erect three-story brick office building at a cost of \$40,000.

Elkins, W. Va.—School Building.—Plans have been prepared for Catholic school building, costing between \$30,000 and \$40,000; Sisters of Charity will be in charge.

El Paso, Texas—Freight Depot.—Galveston, Harrisburg & San Antonio Railway is said to be completing plans for extension to freight depot, to be a duplicate of present building; cost \$10,000; S. C. Marks division superintendent.

Fort Morgan (P. O. Mobile), Ala.—Quarantine Station.—Eskdale & Castanera, Biloxi, Miss., have contract at about \$16,000 to construct and repair Mobile Quarantine Station, destroyed by storm last September.

Fort Myers, Fla.—Hotel.—Managers of the Royal Palm Hotel will build an addition of 50 rooms.

Fort Smith, Ark.—Automobile Garage.—Fort Smith Automobile & Supply Co. will erect building 50x140 feet, after plans by W. H. Blakely; contractor, Robert Payne; building will be brick with cement floors, true roof and skylight; wire glass; gas heating; gas and electric lighting; lathe, drill press, grinder and other machinery will be installed; cost \$5500; manager, Gus Boehmer.

Fort Worth, Texas—Buildings.—Clarendon College will soon begin the erection of additional buildings to cost about \$30,000. It is proposed to make other improvements and enlargements within the next two years, expending about \$100,000. Address The President.

Fort Worth, Texas—School Buildings.—School Board recommends an appropriation of \$80,000 for construction of additions to various ward buildings and erection of one new 16-room building. W. E. Williams, M. L. Woods and W. D. Williams, committee on report.

Fouke, Ark.—Warehouse.—Fouke Farmers' Union Cotton Warehouse Co. incorporated by W. B. Parker, W. L. Goldman, J. W. Maxwell and others.

Frederick, Md.—Opera-house.—City has accepted plans for remodeling the Frederick

Opera-house and will advertise for bids for structural work, heating and wiring, to be submitted by April 17. Plans prepared by George D. Whitson, Martinsburg, W. Va., have been adopted. (Referred to February 28.)*

Gaffney, S. C.—Business Building.—Shuford & LeMaster will erect business building; 50x130 feet; two stories; brick; probably steam heating; electric lighting; 5x8 freight elevator; cost of building, \$10,000; bids to be opened early in 1908.*

Gaffney, S. C.—School Building.—City will erect school building at cost of \$15,000; plans not yet made. (Mention was recently made of issuance of bonds for school purposes.) Address Trustees School District No. 10.

Georgetown, S. C.—Courthouse.—Architects are invited to submit plans for construction and equipment of fireproof annex to courthouse in Georgetown at a cost not exceeding \$10,000 complete. Only plans accepted will be paid for. Competitors are invited to visit Georgetown and inspect the grounds and confer with the commission. Photographs of present courthouse and blueprints of grounds showing dimensions will be furnished on application. Plans must be submitted on or before May 15. Address Hugh W. Fraser, secretary Courthouse Annex Commission, Georgetown.

Gravette, Ark.—School Building.—City has sold \$5000 bond issue for erection of addition to two-story brick school building. Address The Mayor.

Greenville, S. C.—Dormitory.—Furman University will erect dormitory to cost \$10,000. Address The President.

Griffin, Ga.—City Hall and Fire Department.—City will vote on the issuance of of \$30,000 of bonds for city hall and fire department. Address The Mayor.

Groesbeck, Texas—Bank Building.—J. E. Flanders, architect, Dallas, Texas, has opened bids for erection of bank building.

Guthrie, O. T.—Courthouse.—Commissioners of Lincoln County have accepted plans and will advertise at once for bids for erection of courthouse to cost \$100,000, after plans by P. H. Weathers, Kansas City, Mo. Building will be constructed of Bedford (Ind.) limestone, with framework of steel and reinforced concrete.

Hagerstown, Md.—Lodge Building.—Valley Lodge, Knights of Pythias, has awarded contract to S. L. Lamkin for erection of building to cost between \$15,000 and \$20,000; three stories; mottled brick with Indiana limestone trimmings. Harry McC. Shouffer, Elias B. Hartlie, E. A. Shulenberger and others compose building committee.

Hartwell, Ga.—School Building.—City will soon vote on issue of \$20,000 of bonds for erection of school building. W. T. Johnson is Mayor.

Hattiesburg, Miss.—Store Building.—C. J. Miller will erect business building after plans by R. E. Lee; three stories, with basement; brick, with stone facings.

Hazard, Ky.—Courthouse.—H. L. Lewman has been appointed by the Fiscal Court of Perry County to prepare plans for new courthouse.

Hearne, Texas—Church.—Baptist congregation has awarded contract to John Robb at \$10,300 for erection of edifice.

Hinton, W. Va.—Building.—Big Four Brotherhood's Improvement Co. will erect three or four-story building. Geo. W. Wiseman, G. B. Hamer and others compose purchasing committee.

Holdenville, I. T.—Business Building.—G. W. McLean has awarded contract to W. J. Brittain for erection of business building.

Hopkinsville, Ky.—Hotel.—Forbes Manufacturing Co. has contract to erect the Salubria Springs Hotel; 170-foot frontage; 40 rooms; to be completed by June 1.

Hugo, I. T.—Office Building.—Joel Springs has had plans drawn for two-story office and business building, on which work will be commenced about April 25.

Hugo, I. T.—Office Building.—L. Silverman (of Antlers) will erect two-story business and office building 50x100 feet, cost about \$20,000, after plans by Glenn Bros.; work to begin about May 1.

Hugo, I. T.—Building.—Womack Mercantile Co. will erect two-story brick business building 104x120 feet.

Hugo, I. T.—Building.—S. N. Landau has had plans drawn by Glenn Bros. for two-story business building; work to begin about May 1.

Hugo, I. T.—Office Building.—J. T. Longino has let contract for two-story brick office building.

Iman, S. C.—School Building.—School District No. 26 of Spartanburg county will vote on the issuance of \$8000 of bonds for erection

of school building. Address Board of School Trustees.

Jackson, Miss.—Hotel.—C. H. Carroll has contract for hotel (recently mentioned) to be erected by E. A. Battle after plans by T. E. Quinn. Building will be three stories; brick; ordinary construction; cost \$15,000; steam heat; electric and gas lighting.

Jackson, Miss.—Office Building.—Building to be erected by McWillie & Thompson, after plans by H. N. Austin, contract for which has been awarded to J. F. Barnes, will be 30x80 feet; two stories; pressed-brick front; stone trimmings; hardwood finish; plate glass; cost \$10,000; hot-water heating; gas and electric lighting. (Mentioned April 4.)

Jackson, Tenn.—Cotton Warehouse.—Farmers' Co-operative and Educational Union is considering the erection of cotton warehouse to cost \$7000.

Jacksonville, Fla.—Office Building.—George W. Clark will erect five-story store and office building, after plans by H. J. Klutho; Hal-sena Woodcock Construction Co., contractor.

Johnson City, Tenn.—Office Building, Hotel, etc.—The Unaka, Holston & Swannanoa Corporations have finally concluded purchases at about \$350,000 to secure rights of way, trackage, terminals and building sites, and begun the erection of proposed building to be occupied by Love-Thomas Dry Goods Co. The corporations have contracted with the United States Government to donate site for proposed \$90,000 postoffice building, and will erect nearby a union depot, hotel and department store, and to pave, sewer and sidewalk a mile of streets.

Kansas City, Mo.—Building.—Edward B. Giles, president Columbian Securities Co. (offices in Dwight Building), has leased site with frontage of 31 feet from Edward T. Orear and will erect building costing \$50,000.

Kansas City, Mo.—Warehouse.—Townley Metal & Warehouse Co. will erect warehouse at cost of \$43,000; five stories; 60x100 feet; reinforced concrete; steam heating; electric lighting; electric elevators; architects, Edwards & Sunderland; contractors, Cudworth & Axtell.

Kansas City, Mo.—Building.—Bay State Land Co. will erect building; brick; 51x100 feet; two stories; cost \$30,000.

Kansas City, Mo.—Residence.—J. F. Buchanan, Independence, Mo., will erect stone residence to cost \$5000.

Kansas City, Mo.—Stable.—Anheuser-Busch Brewing Co. will erect two-story stable 70x100 feet, to cost \$13,000.

Kansas City, Mo.—Church and Parsonage.—First Congregational Church has awarded contract to Hays & Beverford for erection of church after plans by Shepard & Farrar; church will be 182x75 feet; English Gothic style; mottled native stone with Carthage cut-stone trimmings; seating capacity 1000; tower 100 feet high; parsonage 99x61 feet; basement to contain gymnasium, plunge bath and bowling alleys. Total cost will be \$125,000.

Kansas City, Mo.—Warehouse.—Alexander Rieger will erect warehouse; four stories; 40x80 feet; cost \$16,000.

Karnes City, Texas—Bank Building.—City National Bank will erect brick building to be used as bank and postoffice.

Knoxville, Tenn.—Apartment-house.—R. Buffalow, 121 Gill street, is contractor for apartment-house being erected for Victor Letorey; architect, F. E. Hicks; building will be 46x123 feet; steam heat; electric and gas lighting; elevators. (Mentioned April 4.)

Lake Charles, La.—Sanitarium.—Sisters of the Incarnate Word have awarded contract to the Texas Building Co., Fort Worth, Texas, at \$23,496 and \$1500 additional for galleries; contract for heating, plumbing and gasfittings awarded to Model Plumbing & Heating Co., Beaumont, Texas, at \$5725. Construction work will begin about April 24.

Latta, S. C.—School.—City will issue bonds for erection of \$12,000 school building, to be fireproof and three stories high. Other particulars are not yet decided upon. Chairman of Board of Trustees is J. C. Bethea.

Lexington, Ky.—Clubhouse.—Lexington Country Club will erect clubhouse to cost \$22,000, after plans by Richards, McCarty & Bulford, Columbus, Ohio; building to be 50x140 feet; two stories; ordinary construction; steam heating; contractors, Combs Lumber Co.

Lorraine, Texas—School Building.—City has voted affirmatively the issuance of \$10,000 of bonds for erection of school building. Address The Mayor.

Louisville, Ky.—Church.—Milton Avenue Reformed Church will erect one-story brick edifice to cost about \$8000.

Louisville, Ky.—Dwelling.—M. A. Blatz will erect two-and-a-half story brick residence to cost \$6800.

Louisville, Ky.—Hotel.—Central Consumers' Co. is having plans prepared by Meyer & Keller for remodeling stone building 64x48 feet into stag hotel; 48 rooms; modern plumbing and other conveniences; cost \$15,000.

Louisville, Ky.—Library.—Sealed proposals will be received by Building Committee, Louisville Free Public Library, 539 Fourth avenue, to April 22. Plans and specifications may be seen at office of architect, Brinton B. Davis, Masonic Building, and at Builders' Exchange, Tyler Building; usual rights reserved.

Lynchburg, Va.—Building.—John S. Witt will erect brick building, covered with slate, to cost \$12,000.

Macon, Ga.—Apartment-house.—It is stated that Mr. Curran and Roland B. Ellis contemplate the erection of apartment building; three stories; colonial style; cost \$30,000; site 120 feet frontage.

Magnolia, Miss.—School Building.—City has voted affirmatively the issuance of \$25,000 of bonds for erecting school building recently referred to. Address The Mayor.

Maysville, Ky.—Bank Building.—First National Bank will erect building to cost \$75,000; Ben Longnecker, president.

Maxton, N. C.—College Buildings.—Carolina Methodist College will soon begin the erection of new buildings. Central or administration buildings will be of Corinthian style of architecture, base of stone and faced with pressed brick; basement will contain modern heating plant and gymnasium, etc. It is planned to erect two dormitories, accommodating 250, to correspond in architecture with the administration building and be provided with electric lighting and complete water system. Structures will be built on a site of 15 acres. Approximate total cost of structures will be \$100,000. H. C. Stout, Rocky Mount, N. C., will prepare plans for two buildings.

Memphis, Tenn.—Apartment Buildings.—Caruthers Court, R. Brinkley Snowden, president, will erect buildings, expending about \$12,000. (Caruthers Court was incorporated March 7 by R. B. Snowden and others with \$66,000 capital stock to erect apartment-houses.)

Memphis, Tenn.—Dwelling.—Frank F. Hill will erect dwelling after plans by Hunker & Cairns; 12 rooms; hot-water heating; electric lighting; compressed-air or vacuum cleaning system to be installed.

Memphis, Tenn.—Bank Building.—First National Bank has had plans revised for erection of one-story bank building, costing about \$65,000.

Memphis, Tenn.—Dwelling.—Ramsey & Miller, contractors, have secured permit to erect brick-veneered residence for Charles G. Carruthers; two stories; eight rooms; slate roof; concrete foundation; cost \$6000.

Mendenhall, Miss.—Jail Building.—Simpson county will erect jail after plans by Andrew S. Bryan, 708 Hennen Building, New Orleans, La., at cost of \$15,000; contract not yet let; building to be of reinforced concrete, 42x52 feet; steam from courthouse to be used for heating. Address County Commissioners.*

Mexia, Texas—Building.—J. S. Smith and W. B. Kendrick will erect modern two-story building.

Miami, Fla.—Fire Hall and City Hall.—Board of Public Works will soon advertise for bids for erection of new fire hall, 48x55 feet; concrete; bell tower 60 feet high; cost \$5000. Later the contract for building the City Hall, to cost \$25,000, will be awarded.

Mobile, Ala.—Hotel.—A. Dacovich & Sons have had plans prepared and will soon open bids for erection of addition to the St. Andrew Hotel. New structure will be similar to present building and contain about 50 rooms, equipped with modern plumbing, etc. Hotel, when completed, will have a frontage of 100 feet; architects, R. Benz & Sons, Masonic Temple.

Mobile, Ala.—Church.—Bids will be received until May 12 for remodeling St. Louis Street Baptist Church. Plans and specifications can be obtained at office of Hutchinson & Garvin, 82 St. Francis street.

Mobile, Ala.—Pier and Pavilion.—Mobile Light and Railroad Co. has awarded contract to the Walsh-McLennan Contracting Co. for construction of pier and pavilion in bay off Monroe Park; pier will extend 1200 feet into the bay from the shore line and will have an approach 10 feet wide inside rails; pavilion 150 feet square will be erected at extreme end of pier. Cost of structure will be about \$10,000.

Mobile, Ala.—Barracks Improvements.—Plans and specifications for improvements of barracks and other parts of reservation at Fort Morgan, damaged by September hurricane, have been received by United States

engineers. The work will involve the expenditure of \$500,000. Among the improvements will be a seawall eight feet thick surrounding the fortifications and reservation. Invitations to bidders will doubtless be duly announced.

Montgomery, Ala.—Hotel.—Gay-Teague Realty Co. has adopted plans for erection of the Gay-Teague Hotel; 10 stories, 80x120 feet; steel fireproof construction throughout; 200 rooms; first story finished in stone and remaining floors in red brick; cost \$275,000.

Montgomery, Ala.—Theater.—Contract for erecting the Bijou Theater has been awarded by the Montgomery Real Estate & Building Co. to Hodgson & Hannon at \$60,000. Building will be fireproof and have seating capacity of 1800. Jake Wells is president of the Bijou Company. (Referred to March 28.)

Montgomery, Ala.—Apartment-house.—Wm. B. Jones will erect apartment-house, mentioned April 11 at cost of \$12,000. Building will have electric lights and fixtures, and instantaneous automatic heaters will be installed. Contractor is Joseph Hodson.

Moss Point, Miss.—School Building.—Bids will be received at office of A. H. Smith, Mayor, until May 1 for erection of brick school building according to plans and specifications by Drago & Smith, New Orleans, La. Each bid must be accompanied by certified check of \$750, made payable to the Mayor. Plans may be obtained from Mayor's office, Moss Point, or from Drago & Smith, Cosmopolitan Bank Building, New Orleans, La.; usual rights reserved.

Nashville, Tenn.—Jail and Courthouse.—Davidson county will erect jail and courthouse, estimated to cost \$160,000, after plans by Wheeler, Runge & Dickey of Charlotte, N. C.; building committee, W. G. M. Campbell, E. R. Richardson, T. L. Herbert, Thomas Nance and R. R. Caldwell.

Natchitoches, La.—School Building.—August Fuesel, contractor, San Antonio, Texas, will soon begin the erection of brick school building and kindergarten for St. Mary's Academy; cost \$15,000.

Newbern, N. C.—Jail.—Sealed proposals for building county jail will be received by County Commissioners, C. E. Foy, chairman, until May 16. Plans and specifications may be obtained by addressing R. B. Lane, Register of Deeds, Newbern, and enclosing with application a deposit of \$3. Each bid must be accompanied by certified check for \$1000; usual rights reserved. (Recently noted.)

Newberry, S. C.—Church.—Aveleigh Presbyterian Church will begin at once the erection of a manse to cost \$2500. Plans will soon be considered for erection of the church building, for which \$10,000 is available.

Newberry, S. C.—Church.—Associate Reformed Presbyterian Church has awarded contract to C. C. Davis at \$13,200 for erection of edifice, including furnace and wiring. Plans for this structure were reported February 14 as being prepared by Frank P. Millburn & Co., Washington, D. C.

New Orleans, La.—Terminal Depot.—New Orleans Terminal Co. has invited local and foreign contractors to bid on the erection of its proposed \$250,000 depot, part of the terminal improvements previously detailed. J. F. Hinckley of St. Louis, Mo., is chief engineer.

New Orleans, La.—Building.—Cusachs Drug Co. has awarded contract to George J. Glover for erection of building; four stories and basement; 30x100 feet; pressed brick; tile flooring and marble panels; cost about \$15,000.

New Orleans, La.—Apartment-house.—Octavia Apartment Co., Ltd., incorporated with \$60,000 capital stock to erect apartment-house costing \$100,000, contract for which will soon be awarded. Directors of the company are Albert Aschaffenberg, E. W. Del Bondio, M. N. Wisdom and others. (Mr. Aschaffenberg and associates were reported March 7 to erect apartment-house.)

New Orleans, La.—Hotel.—Correspondence states that D. Mercier is preparing to arrange for the proposed reconstruction of the Hotel Royal and that probably \$250,000 will be expended.

Norfolk, Va.—Warehouse.—Southern Warehouse Co. has awarded contract to E. L. Myers for erection of peanut warehouse; mill construction; reinforced-concrete floor; lot to be piled; contract price \$25,000.

Norfolk, Va.—Union Station and Warehouse.—Reports state that plans for union station to be erected by the Tidewater Rail-way call for building 60x170 feet, with shed under which about 14 tracks will be laid. It is also stated that bids have been asked for construction of large brick warehouse 50x220 feet for the storage of freight, costing between \$12,000 and \$15,000; H. Fernstrom, chief engineer.

Northfork, W. Va.—Lodge Building.—Algonia Masonic Trust incorporated with \$10,000 capital stock by L. G. Toney and C. S. Angel of Northfork, L. H. Clarke, Kyle, W. Va., and others.

Oak Hill, W. Va.—School Building.—Fayetteville District Board of Education has awarded contract to R. H. Dickinson at \$12,350.50 for erection of school building.

Oakland, Md.—Courthouse.—Proposals for erection of courthouse mentioned March 23 to be received until April 18 will be received until May 4. In all other respects previous advertisement holds good; Robt. R. Henderson, chairman; W. McCulloh Brown, secretary Courthouse Commission.

Oklahoma City, O. T.—Office Building.—O. A. Penn has contract to erect the Raymond Building; five stories with basement; fireproof construction throughout; cost \$35,000.

Oklahoma City, O. T.—Business Building.—Dr. J. A. Ryan has had plans prepared for three-story-and-basement business building 50x140 feet, to cost \$30,000.

Oklahoma City, O. T.—Church.—Maywood Presbyterian Church is having plans prepared by W. M. Meredith for edifice to cost about \$25,000; seating capacity, 800; E. O. Whitwell, pastor.

Oklahoma City, O. T.—Office Building.—Oklahoma City Railway Co. is having plans and specifications prepared for office building to cost about \$300,000; contract will soon be awarded.

Oklahoma City, O. T.—Residence.—O. B. Jones has begun the erection of residence costing \$15,000.

Oklahoma City, O. T.—Church.—Building committee St. Luke's M. E. Church South will receive bids on new brick church building until May 10. Apply to P. R. Knickerbocker, 209 West 8th street, for plans; usual rights reserved.

Pawhuska, O. T.—Church.—First Presbyterian Church will erect \$6000 brick edifice. J. P. Davis, C. M. Hirst and others compose building committee.

Pawhuska, O. T.—School Building.—City contemplates erecting school building, for which \$75,800 has been appropriated. Address C. M. Hirst.

Plainview, Texas—Hotel.—A. E. Harp, R. H. Wilkin, R. C. Ware and H. J. Wasson have incorporated company to erect hotel; gray-brick front; cost \$40,000.

Portsmouth, Va.—School Building.—City will erect annex to the Fifth ward school building, for which \$8000 has been appropriated. Address The Mayor.

Raleigh, N. C.—Buildings.—Sealed proposals will be received at office of principal until May 8 for erecting laundry building and enlarging main building for the Colored Blind and Deaf School. Plans and specifications can be obtained from principal; usual rights reserved. Certified check for \$100 must accompany each bid. Bond for satisfactory work required.

Raleigh, N. C.—Lodge and Office Building.—Grand Lodge of Masons has awarded contract to Central Carolina Construction Co., Greensboro, N. C., for erection of building after plans by Charles McMillen, Wilmington, N. C.; seven stories and basement; skeleton reinforced-concrete construction; concrete-slab flooring; tile roof for roof garden; fireproof; stairways, etc., reinforced concrete; partitions of hollow tile; exterior faced with buff Indiana limestone up to sill of third floor and with Columbus (Ohio) light buff brick above this line; ornamental capitals and entire cornice and coping of stone-colored terra-cotta; basement provides for boiler and machinery room, safety-deposit room for bank, etc., equipped with low-pressure steam-heating plant, gravity system, modern plumbing, two electric passenger elevators, etc.; cost \$130,000. Plans can be seen in office of John C. Drewry, Raleigh, member of committee.

Reidsville, N. C.—Hotel.—Company has organized with \$15,000 capital stock to erect 30-room hotel. P. W. Glidewell is interested.

Richmond, Va.—Church.—Laurel Street Methodist Church will erect edifice at a cost of \$25,000. D. G. C. Butts is pastor.

Richmond, Va.—Jail.—Supervisors of Henrico County awarded contract to the Stewart Jail Works Co., Cincinnati, Ohio, for erection of jail building, with jailer's residence, to cost \$48,000, after plans submitted by the company, and has engaged C. K. Bryant to revise drawings and supervise construction of work. A bond issue of \$50,400 has been sold.

Ridgedale (P. O. Chattanooga), Tenn.—School Building.—Sealed bids will be received until April 27 for erection of following high-school buildings (separate bids on each building), viz.: Building on county high-school site near Ridgedale according to plans and specifications prepared by Adams & Alsop, and which may be examined at their office, Chamberlain Building, Chattanooga; building on high-school site at Tyers according to plans and specifications by above-named architects, and which may be examined at their said office; building on high-school site at Soddy according to plans and specifications by D. A. Reamer, which may be seen at his office, First National Bank Building, Chattanooga. Certified check must accompany each bid as required in specifications; usual rights reserved. Bids should be marked plainly on outside "Contractor's Bid" and addressed to Hamilton County Board of Education, Courthouse, Chattanooga; W. B. Garvin, chairman.

Roanoke, Va.—School Buildings.—School Board has awarded contract for adding six rooms to Melrose avenue school and four rooms to Gilmer avenue school to Shockley & Fields; cost \$20,000.

Rosebud, Texas—Warehouse.—Farmers' Union Warehouse Co. incorporated with \$30,000 capital stock by William Page, P. Pisper, J. D. Roper and others.

Salisbury, N. C.—Storage and Office Building.—Southern Express Co. has awarded contract to Central Carolina Construction Co., Greensboro, N. C., for erection of modern storage and office building; cost \$17,000. It will adjoin the passenger station now being built by the Southern Railway, mentioned recently.

San Antonio, Texas—Office Building.—Nat M. Washer will erect lawyers' office building; four or five stories; 114-foot frontage; fireproof; \$10,000 library; telephone service; cost \$50,000. Atlee B. Ayres prepared the plans.

Savannah, Ga.—Building.—Young Men's Christian Association Building (recently mentioned) will be erected at cost of \$100,000; will be 60x180 feet, of brick and stone construction; steam heating; combination lighting; architects, Wallin & Young; contractor, A. A. Artley.*

Seneca, S. C.—Business Block.—T. L. Clinkenbeard is having plans drawn by C. Gadsden Sayre, Anderson, S. C., for business block to cost \$12,000.

Shenandoah Junction, W. Va.—Church.—Methodist Episcopal Church South has given contract to F. O. Trump for erection of edifice to cost \$6000.*

Spartanburg, S. C.—Hotel.—J. T. Harris will erect three-story hotel at Rock Cliff Lithia Springs containing about 100 rooms.

Starr, S. C.—Residence.—J. J. Smith is having plans prepared by C. Gadsden Sayre, Anderson, S. C., for residence to cost \$5000.

Statesville, N. C.—Warehouse.—Iredell County Bonded Warehouse & Holding Co. incorporated with \$75,000 capital stock. W. B. Gibson, W. C. Moore, J. M. Mitchell and others are members of advisory committee.

St. Elmo, Tenn.—Church.—St. Elmo Methodist Church has purchased site 140x125 feet and will erect edifice costing about \$10,000. P. R. Wilhoit, R. F. Calloway, J. G. Rice and others compose building committee.

St. Louis, Mo.—Building.—Mauran, Russell & Garden are preparing plans for building to be erected on property owned by the J. G. Chapman estate; site 50x150 feet; eight stories; reinforced concrete; steam heat; sprinkler system; electric passenger and freight elevators; cost \$150,000. Structure will be leased by the Lesan-Gould Advertising & Directory Co.

St. Louis, Mo.—Theater.—Southern Real Estate & Financial Co. has secured permit for erection of new American Theater and hotel, now in course of construction; 12 stories; steel frame; fireproof construction; cost \$550,000. Plans were prepared by F. C. Bonack.

Stone Mountain, Ga.—School Building.—City will vote on the issuance of bonds for erection of school building. Address The Mayor.

Talladega Springs, Ala.—Hotel.—Dr. A. A. Greene, Anniston, Ala., will erect 50-room hotel. (Recently noted.)

Talladega Springs, Ala.—Store and Bank Building.—W. H. Mitchell & Sons will erect a store and bank building; 32x80 feet; two stories; brick with concrete floor; cost \$4000; contractor, A. O. Harwell. (Recently mentioned.)

Taylor, Texas—Store Building.—Speegle Bros. have awarded contract to J. T. McDonald, Austin, Texas, for erection of 46x100-foot stone store building to cost \$5000.

Temple, Texas—Bank Building.—City National Bank will erect three-story pressed-brick bank and office building.

Temple, Texas—Bank Building.—First National Bank has adopted plans for erection of modern bank building.

Toccoa, Ga.—Courthouse.—Fallin City Construction Co., Louisville, Ky., has contract at \$39,979 for erection of courthouse for St. Stephens county; two stories, 92x73 feet; fireproof construction; plans prepared by H. L. Lewman, Louisville, Ky.; B. P. Brown, Jr., Ordinary. (Previously referred to.)

Tremont, La.—Hotel, Depot and Office Building.—Tremont Lumber Co. will rebuild hotel, depot and office building of the Tremont & Gulf Railway and other structures recently burned at a loss of about \$35,000. Contract to erect the frame hotel was awarded to J. D. McCarroll at \$6000, and will be completed within 30 days.

Trezevant, Tenn.—Warehouse.—Jeff J. Blanks is reported to erect warehouse.

Tunnelton, W. Va.—Bank Building.—Tunnelton Bank, recently mentioned as about to rebuild burned bank structure, has had plans prepared by Holmboe & Lafferty, Clarksburg, W. Va., who will receive bids on the following specifications: Common brick, Indiana limestone, marble (two stories and basement), fireproof, concrete and tile, asbestos roof, metal ceiling, cornice, skylight, tile floor, hard plaster, plastic ornaments, gas and electric fixtures, plate glass, washstands and water closets, steam heating, bank fixtures, vaults; cost \$10,000; date for opening bids not yet fixed.

Tupelo, Miss.—Hotel.—Monaghan Hotel will be enlarged by erection of 20-room addition. A. E. Hindsman, Box 593, is preparing plans.

Tuscaloosa, Ala.—Courthouse.—Sealed proposals will be received by Commissioners of Tuscaloosa county, Alabama, until May 15 for general erection, plumbing, heating, wiring and interior decoration in new courthouse; plans and specifications by William Ernest Spink, 812 Title Guarantee Building, Birmingham, Ala. Plans may be seen at Probate Judge's office, Tuscaloosa, also at office of architect, Birmingham, after April 20. Architect will, upon request, accompanied by check or money order for \$25, send extra set of plans and specifications, \$10 of amount to be refunded when plans are returned. All contractors will be required to furnish satisfactory bond; usual rights reserved; Jas. C. Brown, Probate Judge.

Washington, D. C.—Apartments and Stores.—Edward J. Quinn, 604 Pennsylvania avenue N. W., has awarded contract to Piper & Kenyon, 729 15th street N. W., for reconstruction of two three-story buildings into stores and apartments at 7th and E streets S. W. Electric wiring and fixtures will be installed. Oscar G. Vogt, architect, Corcoran Building, 15th and F streets N. W.

Washington, D. C.—Apartment-house.—H. R. Wagner, 1815 F street N. W., will erect apartment-house at 1814 G street N. W.; three stories and basement; 33x71.6 feet; brick with brownstone trimmings; tin roof; electric wiring and fixtures; sanitary plumbing; hot-water heating system; cost \$13,000. B. F. Meyers, architect, Bond Building, 14th street and New York avenue N. W.

Washington, D. C.—College Buildings.—St. Thomas' College for the Paulist Fathers, Catholic University, has had plans and specifications prepared by Thos. H. Poole Company, architects, 13 West 30th street, New York, for a large three-story college building. It is reported that the contract for construction will be awarded to Fissell & Wagner, Home Life Building, 15th and G streets N. W.

Washington, D. C.—Dwelling.—Kennedy & Davis Co., builders, 1413 G street N. W., will erect dwelling at 1863 Kalorama road; three stories and basement; brick with Indiana limestone trimmings; slate roof; electric wiring and fixtures; sanitary plumbing; hot-water heating system; cost \$20,000. A. H. Sonneman, architect, 1413 G street N. W.

Washington, D. C.—Dwelling.—Joseph Beale, 2026 Columbia road N. W., has awarded contract to John H. Nolan, 1413 G street N. W., for the construction of dwelling at corner Massachusetts avenue and R street N. W.; four stories; 55x70 feet; limestone and stucco exterior; interior marble; electric wiring and fixtures; sanitary plumbing; heating system; cost \$75,000. Glenn Brown, Jr., architect, 808 17th street N. W.

Washington, D. C.—Dwelling.—Mrs. Alice C. Barney, 2306 Sheridan Circle N. W., has awarded contract to John H. Nolan, 1413 G street N. W., for the construction of dwelling on R. street, near Sheridan Circle N. W.; four stories; 50x35 feet; limestone and stucco exterior; interior marble; electric wiring and fixtures; sanitary plumbing; heating system; cost about \$75,000. George Oakley Totten, Jr., architect, 808 17th street N. W.

Washington, D. C.—Dwelling.—Nich Klein, 3510 Center street N. W., will erect two-story pebble-dash-and-frame dwelling, 34x54 feet, on Connecticut Avenue Terrace, after plans by Frederick A. Fletcher, architect, 619 14th

street N. W. Modern conveniences will be installed.

Washington, D. C.—Dwelling.—Howard S. Reeside, vice-president American Security & Trust Co., Pennsylvania avenue and 15th street N. W., has awarded contract to Fissell & Wagner, Home Life Building, 15th and G streets N. W., for the construction of dwelling on 19th near S street N. W.; two stories; 45x61 feet; limestone and stucco exterior; tile roof; electric wiring and fixtures; sanitary plumbing; heating system; cost \$30,000. George Oakley Totten, Jr., architect, 808 17th street N. W.

Washington, D. C.—Dwellings.—W. H. Walker, 729 15th street N. W., has awarded contract to Burgess & Parsons, 627 F street N. W., for the construction of five three-story brick dwellings with mansard roof at 1436-1444 Douglas street; three stories; brick with stone trimmings; tile and tin roofing; sanitary plumbing; hot-water heating system; cost \$30,000. Frederick B. Pyle, architect, 1003 F street N. W.

Washington, D. C.—Dwellings.—M. H. Herriman, 224 12th street S. E., will erect three two-story brick dwellings at 232-236 P street N. W., to cost \$9000.

Washington, D. C.—Dwellings.—John Morris, 1610 U street N. W., will erect four two-story brick dwellings and one two-story stable on U near 17th street N. W., to cost about \$11,000. A. B. Mullett Company, architect, 1411 F street N. W.

Washington, D. C.—Dwellings.—John Schlorz, 322 O street S. W., will erect three two-story brick dwellings at corner 1st and O streets S. W. S. J. Brinkley, builder, 1322 South Capitol street, is estimating on construction. Julius Wenig, architect, 1223 F street N. W.

Washington, D. C.—Dwellings.—Harry Wardman, builder, 1333 G street N. W., will erect 14 two-story brick dwellings with heating systems at 14th and Newton streets, Mt. Pleasant. A. H. Beers, architect, 1333 G street N. W.

Washington, D. C.—Hotel.—Albert Carry, 135 12th street S. E., has awarded contract to Thomas C. Henderson, Corcoran Building, 15th and F streets N. W., for remodeling five-story hotel building at corner New Jersey avenue and C street S. E. at cost of \$15,000. C. A. Didden & Son, architects, Corcoran Building.

Washington, D. C.—Office Building.—H. K. Fulton, 314 G street N. W., has engaged Wm. S. Spencer, 216 Bond Building, 14th street and New York avenue N. W., to erect office building at 728 13th street N. W., on percentage basis; four stories; 29x100 feet; brick with stone trimmings; electric wiring and fixtures; sanitary plumbing; heating system; elevator. Marsh & Peter, architects, 520 13th street N. W. Builder will take bids from sub-contractors.

Washington, D. C.—Office Building.—Murray A. Cobb, 1102 Connecticut avenue N. W., as agent for Mrs. Mary H. Myers, has purchased lot at 728-732 15th street N. W., and, it is reported, will erect office building on the site, which is 66x145 feet.

Washington, D. C.—Officers' Quarters.—Capt. John Stephen Sewell, constructing officer, United States Soldiers' Home, will receive bids until May 13 for the erection of two sets of officers' quarters and for excavation and construction of iron fence about the grounds. Plans and specifications can be obtained upon application to Captain Sewell. Three stories; 35x45 feet; brick with stone trimmings; reinforced concrete floors; slate roof; galvanized-iron cornice; electric wiring and fixtures; sanitary plumbing; steam-heating system. Wood, Donn & Deming, architects, 808 17th street N. W.

Washington, D. C.—Store Building.—F. H. Ridgeway, Connecticut avenue and S street N. W., will erect store building 27x98 feet at southeast corner Connecticut and Florida avenues N. W.

Washington, D. C.—Store Buildings.—A. Behrend, 1441 Rhode Island avenue N. W., has awarded contract to John Houtz, 638 G street N. W., for the construction of three one-story brick stores at 1338-1342 H street N. E. to cost \$6000. Julius Germuller, architect, 456 Louisiana avenue N. W.

Wheeling, W. Va.—Hotel.—Harry Joyce has had plans and specifications prepared and will soon award contract for modern hotel; four stories and basement, 27x120 feet; pressed brick; fireproof; first floor of front to be of glass and marble, while second and third stories will be ornamented with polished white stone; steam heat; electricity; estimated cost \$40,000.

White Castle, La.—School building.—City has voted affirmatively the \$50,000 special school tax for erecting high-school building. Prof. A. C. Bernard is principal.

Whitesburg, Ky.—Bank Building.—D. G.

Kelley, Clintwood, Va., has contract to erect building for Whitesburg State Bank and Lewis Bros.

Wilmington, N. C.—Church.—Market Street Methodist Episcopal Church has accepted plans by Carl B. Cooper for erection of edifice costing about \$12,000; gothic style of architecture; brick veneer; seating capacity, 225; hot-air heating system will be installed in basement. Rev. W. L. Rexford is pastor.

Woodstock, Ga.—School Building.—City will erect school building, for which bonds were recently issued as reported. Plans not yet complete, but building will be fireproof and have heaters installed; cost to be \$3500; bids to be opened June 1; Mayor, R. B. Spears.

RAILROAD CONSTRUCTION.

Railways.

Abbeville, Ga.—Mr. J. L. Bankston writes the Manufacturers' Record that the Abbeville & Northwestern Railroad Co. will, within a few weeks, begin construction. Directors have been elected as follows: J. L. Bankston, president; W. A. Cherry, vice-president; L. P. Wimberly, secretary and treasurer; Hal Lawson, general counsel; T. R. Moye, surgeon; W. B. Fussell, W. H. Wilkinson and E. M. Carnes.

Alexandria, Va.—The Canadian Amusement Co. has applied for a street-railway franchise through Holmes Jones and Mayor Paff. The company also proposes to build an electric railway from Alexandria to Washington, D. C.

Asheville, N. C.—Mr. C. F. White, Skyland, N. C., writes the Manufacturers' Record that the Asheville & Hendersonville Railroad Co., recently granted a charter, is to build an electric line about 22 miles long, connecting the two points named. Surveys are now being made. C. E. VanBibber, 60 Wall street, New York, is chief engineer.

Atlanta, Ga.—Reported that the Louisville & Nashville Railroad proposes to build a line of its own from Atlanta to Cartersville, 48 miles, instead of using the Western & Atlantic. W. H. Courtenay is chief engineer at Louisville, Ky.

Beaumont, Texas.—Reported that survey has been completed by Mr. Sanders of Fort Worth, Texas, for an interurban electric railway from Beaumont to Port Arthur, Texas, 20 miles.

Biloxi, Miss.—A movement has been started to subscribe \$100,000 to begin building a railroad from Biloxi north or northeast. Among those interested are Dr. H. M. Folkes, J. B. Chinn, V. W. Root, T. J. Rosell and others.

Birmingham, Ala.—J. M. Dewberry, president of the Tidewater Development Co., is reported as saying that contracts could be let now, but it is desired to place in the hands of one concern the contract for the entire work. The line from Bessemer to East Lake, 23 miles double track, is to be first begun.

Birmingham, Ala.—The Warrior River Power & Electric Co. has been formed, and, among other things, proposes to build an electric railway from Birmingham to Huntsville, Ala., via Cleveland, crossing the Tennessee River between Guntersville and Decatur; capital, \$100,000. The incorporators are M. C. Gannon, president, and Albert Hudson, vice-president, both of Nashville, Tenn.; Edgar O. McCord, Albertsville, Ala., secretary and treasurer; Lawrence D. Hudson and J. Asbury, Selma.

Brenham, Texas.—M. R. Hoxie, who is promoting the proposed Taylor, Brenham & Houston Railway, is reported as saying that a new survey has been made from Taylor via Lexington and Dime Box to Somerville, Texas, 55 miles. Right of way is being secured. His address is at Lexington, Texas.

Brewton, Ala.—The Cedar Creek Mill Co. writes the Manufacturers' Record that it may start work during the summer on an extension of its logging railroad from Brewton to Andalusia, Ala. This work is not yet fully decided upon.

Center, Texas.—The Gulf, Colorado & Santa Fe Railway will, it is reported, now build the proposed line from Center to Paris, Texas, 150 miles, and complete the merger authorized by the bill recently passed by the Texas Legislature. C. F. W. Felt is chief engineer at Galveston, Texas.

Denton, Texas.—The Denton Interurban Railway & Power Plant Co., capital \$100,000, has been incorporated by H. M. Griffith, W. W. Wilson, R. J. Wilson and Newt M. Lee.

Denton, Texas.—Mr. C. M. Simmons, treasurer of the Denton Gas Co., informs the Manufacturers' Record that those interested have a charter for an interurban railway and are now building it. The officers, besides Mr. Simmons, are H. M. Griffin, president;

R. J. Wilson, vice-president; Newt M. Lee, manager and engineer in charge.

El Reno, O. T.—The Manufacturers' Record is officially informed that the Oklahoma & Canadian River Railroad Co. is in the interest of the Rock Island system, but at present nothing has been done except to make surveys, nor has the system authority to build the line. J. B. Berry of Chicago is chief engineer.

Follansbee, W. Va.—The Tri-State Traction Co. is reported to be building a second track from the Steubenville Bridge to the lower end of Follansbee.

Fort Smith, Ark.—The Kansas City Southern Railroad, it is reported, will reconstruct branch from Fort Smith to Spiro, 16 miles, some of the work having already been started. A. F. Rust is chief engineer at Kansas City, Mo.

Florence, Ala.—I. H. Dungan, president of the proposed Missouri, Tennessee & Georgia Railway, Humboldt, Tenn., is reported as saying that the line will be 150 miles long, from Carentherville, Mo., to Florence, Ala. When a reliable chief engineer is secured survey will begin.

Francis, I. T.—The St. Louis & San Francisco Railroad, it is reported, will enlarge its terminal facilities at Francis, J. F. Hinckley is chief engineer at St. Louis, Mo.

Frankfort, Ky.—Mr. S. S. Bush, president and general manager of the Kentucky Highlands Railroad Co., writes the Manufacturers' Record that a plan has been financed and 11 miles of standard-gauge railroad from Versailles, Ky., to the Old Crow Distillery, near the Kentucky river, is now practically under way. Bids for grading are to be received at Versailles, Ky., where the construction office is situated, within the next two weeks. It is also intended before this is built to extend the line to Frankfort, Ky. C. D. Lehmkahl is superintendent of construction and A. A. Bond chief engineer.

Franklin, La.—The New Orleans Great Northern Railroad has completed its line to Franklin and has put it in operation.

Gainesville, Fla.—The Tampa & Jacksonville Railway Co. has filed a mortgage to secure \$5,000,000 of 5 per cent, 30-year bonds to provide for additional improvements and extensions, the purchase of other lines and to complete improvements already begun. C. N. Atkinson is general manager at Gainesville.

Galveston, Texas.—The Manufacturers' Record is officially informed that the Gulf, Colorado & Santa Fe Railway will build about seven miles of additional track for a forwarding and storage yard. The track-work and probably the grading will all be handled by the company.

Galveston, Texas.—The Galveston, Harrisburg & Houston Transportation Co. has been chartered with \$100,000 capital at Houston, Texas. The incorporators are Clyde A. Barbour, Thomas C. McCain, William T. Palfrey, Henry S. Palfrey, James H. E. House and S. Taliaferro.

High Point, N. C.—Actual construction is reported begun on the North Carolina Valley Railroad from High Point to Wadesboro. Dee Allen and others are interested.

Honaker, Va.—Reported that an electric railway will be built from Honaker to Bristol by H. C. Stuart and others.

Houston, Texas.—The Manufacturers' Record is officially informed that the Santa Fe at present is planning only a slight extension of track. A union terminal is being planned and will probably be built by the Houston Belt & Terminal Co., of which C. E. Ensminger is engineer.

Hull, Fla.—The Charlotte Harbor & Northern Railway Co. will, it is reported, receive bids until April 25 for grading between Arcadia and Plant City, Fla. L. M. Fouts is vice-president and general manager at the Duval Building, Jacksonville, Fla. George S. Bruce is chief engineer at Hull, Fla.

Jackson, Miss.—Reported that contract has been let to C. D. Smith & Co. of Memphis and Birmingham to build the proposed Pearl River Valley Railroad from Jackson to Cartage, Miss., and actual construction will soon begin. Fred W. Herrick of Milwaukee, Wis., and others are interested.

Jefferson, Md.—The Jefferson & Braddock Heights Electric Railway, a branch of the Frederick & Middletown road, has begun operation.

Keyser, W. Va.—The Baltimore & Ohio Railroad Co. is reported to be surveying for a line from Keyser, W. Va., to Harrisonburg, Va. D. D. Carothers is chief engineer at Baltimore.

Laurinburg, N. C.—Reported that charter has been granted for an electric railway from Laurinburg, N. C., to McCall, S. C. Residents of Laurinburg are interested.

Little Rock, Ark.—The Little Rock Board of Trade, president, Robert E. Wait, and secretary, George R. Brown, informs the Manufacturers' Record that the board is urging co-operation of its members and the public to secure the building of the proposed Little Rock & Hot Springs Electric Railway.

Lynchburg, Tenn.—Mr. R. A. Parks informs the Manufacturers' Record that a charter has not yet been obtained for the proposed electric interurban railway from Lynchburg to Tullahoma, Tenn. About \$25,000 has been subscribed, and surveys and estimates will be made this spring. The company will shortly be incorporated. Another report says that J. R. Jeffers and William Henderson of New York are also interested.

Memphis, Tenn.—The Memphis Railroad Terminal Co., which proposes to build the projected union station, has organized by electing officers as follows: John H. Watkins, president; J. L. Lancaster, vice-president; O. F. Ghrist, secretary; F. H. Hamilton, treasurer; Albert W. Biggs, attorney. Mr. Watkins is vice-president of the Bank of Commerce & Trust Co., and Mr. Lancaster is vice-president of the Union Railway. Both are also members of the board of the Terminal Company, the other directors including officials of the various railroads entering Memphis.

Leslie, Ark.—The Missouri & North Arkansas Railroad has cut out right of way for nearly the entire distance from Leslie to Searcy, Ark., over 100 miles. Grading is under way for 23 miles east of Leslie.

Macon, Ga.—After a meeting of the Macon & Albany Securities Co. it was announced that actual construction of the proposed electric railways to connect Atlanta, Macon, Albany and other points would begin about May 1. The surveys have been completed. W. J. Massee is president of the Interurban Construction Co., which is to build the roads.

Nashville, Tenn.—President H. H. Mayberry writes the Manufacturers' Record that the Nashville Interurban Railway Co., First National Bank Building, will build a line from Nashville via Franklin, Spring Hill and Columbia to Mount Pleasant, Tenn., 60 miles. The officers are: President, H. H. Mayberry; vice-president, Nat Baxter, Jr.; secretary, C. R. Cockle; treasurer, Joseph Frank; chief engineer, D. A. Proctor. The contractor is the Interurban Company, Patrick Hirsch, manager, 25 Broad street, New York.

New Iberia, La.—H. R. Fine and H. Reynolds, chief engineer representing the Bayou Teche Railway & Light Co., have, it is reported, begun survey at New Iberia for its proposed electric railway from New Iberia to Jeanerette.

New Iberia, La.—President F. M. Welch of the New Iberia, St. Martins & Northern Railroad, is reported to have made a satisfactory investigation of the proposed route from New Iberia via St. Martinsville and other points to Port Barre.

New Orleans, La.—President J. A. Edson of the Kansas City Southern Railroad is reported as saying that the company will build an extension to New Orleans, surveys having been completed from Leesville, La., to New Orleans, 250 miles. Construction is to begin as soon as favorable conditions for railroad building prevail. A. F. Rust is chief engineer at Kansas City, Mo.

New Orleans, La.—The New Orleans Terminal Co. is reported to have closed negotiations to sell \$2,500,000 of two-year 6 per cent. notes in New York for the construction of its proposed passenger terminal and also for other terminal facilities. J. F. Hinckley, St. Louis, Mo., chief engineer of the Frisco system, can give information.

Onalaska, Texas.—The Beaumont & Great Northern Railroad, it is reported, has let a contract to J. S. Moore for grading the rest of its extension to Livingston, Texas. N. W. Moore will be engaged upon the work.

Onancock, Va.—Reported that C. Long, general manager of the Tazewell Electric Co. of Tazewell, Va., has been employed to superintend construction of the Accomac Traction & Power Co.'s line from Onancock to Accomac Courthouse.

Paducah, Ky.—An officer of the Illinois Central Railroad writes from Chicago to the Manufacturers' Record that he has no knowledge of any contemplated expenditure of \$75,000 to improve the belt line and other facilities at Paducah. This denies a press report.

Pineola, N. C.—The Linville River Lumber Co., organized by John T. Nagle and W. M. Ritter of Columbus, Ohio, it is reported, began building a standard-gauge railroad several miles long.

Pine Bluff, Ark.—An official announcement is reported that contracts will soon be let

for the Arkansas, Louisiana & Gulf Railway from Pine Bluff, Ark., to Monroe, La., 150 miles. Survey has been made and right of way and capital obtained. Alfred Cowles is president at Postal Telegraph Building, Chicago, Ill., and A. H. Van Auken is chief engineer at Pine Bluff, Ark. E. G. Hammock of Monticello, Ark., is general attorney.

Sanford, N. C.—The Greensboro, Seaboard & Great Western Railroad Co. is reported to have been granted a charter for a railroad from Sanford to Walkertown, N. C., via Greensboro, Guilford College and Oak Ridge Institute, 80 miles. C. A. Bray of Greensboro, N. C., and others are interested.

Savannah, Ga.—Mr. D. G. Purse writes the Manufacturers' Record concerning the Savannah & Southwestern Railroad Co., recently reported, saying it will be chartered to build from Savannah, Ga., to St. Andrews Bay, Fla., via Baxley, Douglas, Moultrie and Cairo, Ga., and Quincy, Bristol, Blountstown and other points in Florida; charter will be issued within 30 days.

Springfield, Mo.—An official statement is reported that contracts will probably be let soon for the proposed Oklahoma & Golden City Railroad from Pawhuska, O. T., to Jefferson City and Springfield, Mo., 340 miles. Right of way is partly obtained, but survey is not made. W. K. Palmer, White Building, Kansas City, Mo., is chief engineer.

St. Louis, Mo.—The Manufacturers' Railroad Co. of St. Louis has, it is reported, decided to build a line from St. Louis to Springfield, Mo., 240 miles. A. Busch of St. Louis is president and Otto Rassfeld is secretary. The company also contemplates building a tunnel line under the Mississippi river into East St. Louis.

Summerville, S. C.—The Charleston & Summerville Electric Railway Co. is reported to have completed more than two-thirds of its grading, 15 miles being ready for track.

Tampa, Fla.—E. C. Stuart, president of the Peninsula Railroad Co., Bartow, Fla., is reported as saying that survey has been made for its proposed line from Tampa via Plant City and Bartow to a point on the Atlantic coast in Florida. Right of way is obtained and contracts will be let soon. The W. H. Evers Engineering Co. of Cleveland, Ohio, is chief engineer.

Tellico Plains, Tenn.—Reported that S. P. Condon of Knoxville will build a railroad extension for the Tellico River Lumber Co.

Tulsa, I. T.—The Kansas City, Tulsa & Southwestern Railway Co. has been granted an amended charter to build 400 miles of line from Joplin, Mo., to the Gulf of Mexico, provision being made for a branch from Shawnee to Oklahoma City. The incorporators are Jay Forsythe, C. D. Lynch, W. A. Cooke, C. J. Sawyer and several others, all of Tulsa, and Major Moberly of Oklahoma.

Waxahachie, Texas.—The Trinity & Brazos Valley Railway has completed its extension into Waxahachie.

Waynesville, N. C.—The Waynesville Railway & Power Co. is reported to have perfected an organization to build the proposed railroad from Waynesville to Asheville and other points. S. A. Jones of Waynesville, Theodore F. Davidson of Asheville and others are interested.

Street Railways.

Atlanta, Ga.—The Georgia Railway & Electric Co. announces its decision to build an extension from East Point, on the College Park line, to and through Hapeville, three miles.

Elkins, W. Va.—The Elkins Electric Railway Co. has been granted its charter. The incorporators are J. C. McSpadden and H. F. Berkble of Rockwood, Pa.; W. K. Taylor of Pittsburg and C. W. Maxwell and J. E. Morgan of Elkins.

Bridgeport, Ala.—The City Council has granted a franchise for an electric railroad to T. W. Pratt of Huntsville, Ala., who is connected with the proposed Huntsville & Nashville Railway. It is also proposed to build to Copenhagen and South Pittsburg.

Nashville, Tenn.—The Nashville Railway & Light Co. has under consideration plans for extending several of its lines.

Nashville, Tenn.—Reported that the projected electric railway from Nashville to the proposed site of the White City will be built by S. P. Condon of Knoxville, Tenn. Charles Kuhn of the Buena Vista Springs is the promoter of the plan; line will be about two miles long and is estimated will cost \$125,000.

Oklahoma City, O. T.—The Oklahoma Street Railway Co. is reported, will spend more than \$500,000 for betterments this year, including extensions of lines. John W. Sharlot is general manager.

Pass Christian, Miss.—Residents of Pass Christian and New Orleans capitalists are

reported to contemplate building an electric railway. They have applied for a light and power franchise.

Raleigh, N. C.—The Raleigh Electric Co. has proposed to build an extension of three miles to Oakwood Cemetery and Soldiers' Home. The matter is now before the Board of Aldermen.

MACHINERY, PROPOSALS AND SUPPLIES WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Alcohol Apparatus.—The Implement and Vehicle News, Cincinnati, Ohio, wants addresses of makers or machinery for manufacturing denatured alcohol.

Artificial-fuel Machinery.—Drawbaugh Artificial Fuel Co. wants addresses of manufacturing machinists for making a machine with feeder and carrier and with great power for compressing damp mixture into solid pyramid (square top) blocks of about half pound each containing culm, peat, etc. Address C. W. Linthicum, president, 26 South Hanover street, Baltimore, Md.

Boiler.—Leonard Vyne, Rennert, N. C., wants 125 to 150-horse-power return tubular boiler, new or second-hand.

Boiler.—Gulf Coast Gas Co., Biloxi, Miss., W. H. Harrison, Jr., manager, wants 80 or 100 horse-power boiler.

Boilers.—F. R. Wheeler, secretary Polar Oil, Gas & Mining Co., Mannford, I. T., wants prices on boilers.

Boilers.—Cleveland Lumber & Timber Co., Samuel E. Patton, manager, Jackson, Ky., wants prices on boilers for complete sawmill plant.

Boilers.—Andalusia Ice & Bottling Co., Andalusia, Ala., will buy boiler.

Boilers.—Grey Stone Marble Co., Knoxville, Tenn., J. A. Eckel, general manager, wants prices on boilers.

Box Machinery.—J. G. Powell, 402 Wells-Fargo Building, New Orleans, La., wants machinery for manufacturing packing-boxes, shooks, etc.

Brick Machinery.—Dan C. Lyle, East Point, Ga., wants brick-works equipment.

Bridge.—Sealed proposals will be received at office of Commissioners District of Columbia, Washington, D. C., until April 20, for constructing concrete-steel bridge on line of Monroe street extended across the track of the Baltimore & Ohio Railroad Co., Anacostia, D. C. Blank forms of proposal, specifications and all necessary information may be obtained at Room 43 District Building, Washington, D. C.; Henry B. Macfarland, Henry L. West and John Biddle, Commissioners D. C.

Bridge Construction.—Board of Commissioners of Montgomery County will receive bids until May 7 at Troy, N. C., for construction of steel bridge over Little river at Tony's ford. Plans will be on file in this office until May 7; usual rights reserved. O. B. Deaton is clerk to Board of Commissioners.

Bridge Construction.—County Bridge Committee will receive bids until 12 o'clock noon April 27 at Jonesboro, Tenn., for erection of steel bridge across the Nolachucky river in accordance with plans and specifications now on file with County Court Clerk, Jonesboro. Address C. F. Carson or R. P. Cloyd.

Briquetting Machinery.—H. D. Boyd, Elba, Ala., wants complete report on briquetting lignite, also information on any type of engine using gas with lignite as fuel.

Briquetting Machinery.—See "Artificial-fuel Machinery."

Building Materials.—A. A. Artley, 13 36th street east, Savannah, Ga., wants estimates on iron and steel work, plumbing and heating, brick and stone work, window and door frames, sash and doors, tilework.

Building Materials.—F. O. Trump, Kearneysville, W. Va., wants brick, cement, slate, galvanized work, etc.

Building Iron.—See "Channels."

Building Materials.—Shuford & Le Master, Gaffney, S. C., will want building materials, including fronts, for business building.

Building Materials.—D. G. Kelly, Clutwood, Va., will be in the market for structural iron, terra-cotta, flue lining, wall coping, tiling, wall plaster, cement, etc.

Channels.—Wilmington Iron Works, Wilmington, N. C., is in the market for considerable quantity of two, four and five-inch channels, cut to length and punched.

Compressing Machinery.—See "Artificial-fuel Machinery."

Concrete Reservoir.—Baltimore (Md.) Board of Awards, City Hall, will receive bids until April 24 for the construction of reinforced concrete reservoir and for furnishing and laying water pipes, drains, etc., in connection therewith. Plans and specifications can be obtained from Alfred M. Quick, Water Engineer, City Hall.

Cotton Machinery.—Tolar, Hart & Holt Mills, John R. Tolar, president, Fayetteville, N. C., invites propositions for 5000-spindle equipment, additional to present mill.

Cotton-mill Machinery.—W. R. Crabtree, 216 Miller Building, Chattanooga, Tenn., wants to correspond with manufacturers of textile machinery.

Crusher.—Trenton Manufacturing & Construction Co., 400 Water street, Trenton, Mo., W. B. Linney, secretary, is in the market for rock crusher.

Derricks.—F. R. Wheeler, secretary Polar Oil, Gas & Mining Co., Mannford, I. T., wants prices on derricks.

Distilling Equipment.—See "Alcohol Apparatus."

Drier.—Nashville Wood Fibre Plaster Co., E. M. Forbes, Maxwell House, Nashville, Tenn., wants sand drier for wood-fiber plaster plant.

Drill.—George Shafer, president Silica Manufacturing Co., Bluefield, Va., wants steam drill.

Drilling Equipment.—F. R. Wheeler, secretary Polar Oil, Gas & Mining Co., Mannford, I. T., wants drills and drill tools.

Drykiln.—Leonard Vyne, Rennert, N. C., wants drykiln of 10,000 feet capacity.

Electric Battery.—J. W. Killings, 453 Gilmore street, Macon, Ga., wants one or two horse-power electric battery for power-vehicle equipment.

Electric-light Plant.—Armstrong & Co., Wharton, Texas, want prices on second-hand electric-light plant, 200 or 250 lights, including switchboard and necessary appliances.

Electric-light Plant.—City of Pass Christian, Miss., W. A. Terrell, Mayor, wants information as to cost of electric-light plant; 110 to 125 current; eight miles of main wiring, etc.

Electric-light Plant.—B. H. Branch, R. F. D. No. 3, Leesburg, Va., wants electric-light plant, driven by windmill.

Electric Motor.—Nashville Wood Fiber Plaster Co., E. M. Forbes, Maxwell House, Nashville, Tenn., wants 30-horse-power motor.

Elevator.—Shuford & LeMaster, Gaffney, S. C., wants estimates on freight elevator.

Elevators.—A. A. Artley, 13 36th street east, Savannah, Ga., wants estimates on passenger elevators.

Elevators.—R. Buffallow, contractor, Knoxville, Tenn., wants estimates on elevators.

Engine.—The Record, Greenville, Ky., wants new or second-hand gasoline engine, two to four horse-power, for operating printing machinery. Catalogues, descriptions and prices are desired.

Engine.—F. R. Wheeler, secretary Polar Oil, Gas & Mining Co., Mannford, I. T., wants engine.

Engine.—Leonard Vyne, Rennert, N. C., wants 80-horse-power engine, new or second-hand.

Engines.—H. D. Boyd, Elba, Ala., wants information on any type of engine using gas with lignite as fuel. (See "Briquetting Machinery.")

Engines.—Cleveland Lumber & Timber Co., Jackson, Ky., Samuel E. Patton, manager, wants engines for complete sawmill plant.

Engines.—B. H. Branch, R. F. D. No. 3, Leesburg, Va., wants gasoline or oil engines for farm use and driving dynamos.

Fiber Machine.—See "Wood-fiber Plaster Plant."

Fire-department Hose Wagon.—City Council, Laurens, S. C., wants addresses of manufacturers of two-horse combination hose wagon with chemical apparatus; W. H. Gilkerson, City Clerk.

Gas Plant.—O'Flaherty & Fulton, Mutual Assurance Society Building, Front Royal,

Va., want acetylene-gas plant, 150 lights, and pipes for same.

Grading.—Bids will be received until April 25 for grading of roadbed of the Charlotte Harbor & Northern Railway between Arcadia and Plant City, Fla. Work will be let in whole or in part; usual rights reserved. Address L. M. Fouts, vice-president and general manager, Duval Building, Jacksonville, Fla., or George S. Bruce, chief engineer, Hull, Fla.

Grinder.—See "Wood-fiber Plaster Plant."

Harness Machinery.—Manufacturers and Merchants' Association, Rome, Ga., wants estimates on entire outfit for harness factory.

Heater.—Shuford & LeMaster, Gaffney, S. C., want prices on steam heater.

Heating.—Sealed proposals will be received at office of Frank W. Keating, superintendent Maryland Asylum and Training School for Feeble-Minded, Owings Mills, Md., until May 1 for installation of low-pressure steam-heating apparatus in proposed addition, in accordance with drawings and specifications prepared by Elliott & Emmart, 1101-02 Union Trust Building, Baltimore, Md.

Heating Apparatus.—G. W. Brock, superintendent Opelika public schools, Opelika, Ala., wants to correspond relative to proposed installation of steam-heating apparatus for school.

Heating, Plumbing, Electric Wiring, Structural Work, etc.—Sealed bids will be received by Mayor and Aldermen of Frederick, Md., until April 17 for remodeling opera-house and extending market-house according to modified plans and specifications prepared by Geo. D. Whitson, Martinsburg, W. Va. Separate bids must be made as follows: Structural work, heating plant, plumbing, gaspiping and fitting, electric-light wiring. Each bid must specify that work on which bid is made will be completed by September 1, 1907. Bids on structural work must be accompanied by certified check for \$200, and on heating plant, etc., and wiring by a check for \$25 payable to order of George Edw. Smith, Mayor. Successful bidders will be required to sign written contract and give bond; usual rights reserved. Plans and specifications can be seen at office of Edward C. Shepherd, City Register.

Jail Work.—County Commissioners, Simpson county, Mendenhall, Miss., want estimates on cells, doors, guards, etc., for jail building.

Lathe.—Layne & Bowler, 605 Washington street, Houston, Texas, in the market for a 34 or 36-inch swing new lathe, 10 to 14-foot bed, for immediate shipment.

Levee.—Bids will be received at office of Board of Mississippi Levee Commissioners, Greenville, Miss., until April 23 for constructing levee at Duval's, amounting to about 160,000 cubic yards. Bids must be sealed, marked "Proposal for New Levee" and addressed to H. T. Crosby, secretary and treasurer. Profiles, plans and other information may be obtained at office of chief engineer, C. H. West. Bids must be accompanied by forfeit of 3 per cent; usual rights reserved.

Iron and Steel Work.—See "Building Materials."

Iron Planer.—Homer Smith, Homer Smith Machine Shop, New Albany, Miss., wants prices on iron planer about 24 inches by 30 inches by 8 feet.

Levee.—Sealed proposals in triplicate will be received at office of Mississippi River Commission, Third District, Vicksburg, Miss., until May 11 for about 1,705,000 cubic yards of levee work in Third District, improving Mississippi river; information on application; G. M. Hoffman, captain, engineers.

Machine Tools.—Hamilton & Sons Manufacturing Co., Huntsville, Ala., will want presses, punches, square shears, seamers, rolls, blanking dies, etc., for tinware factory. (See "Tinware Machinery.")

Machinery and Supplies.—Proposals for refrigerators, range boilers, numbering machines, etc., will be received at office of D. W. Ross, General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until May 2 for furnishing above-mentioned articles. Blanks and general information relating to Circular No. 361 may be obtained from this office of the offices of the assistant purchasing agents, 24 State street, New York city; Custom-house, New Orleans; 1086 North Point street, San Francisco, Cal., and 40 Chamber of Commerce Building, Tacoma, Wash.; also from the Chief Quartermaster, Chicago; Depot Quartermaster, St. Louis; Depot Quartermaster, Jeffersonville, Ind., and Chief Quartermaster, Atlanta, Ga.

Mattress Machinery.—R. G. Browning, 30 North 3d street, Memphis, Tenn., wants information and prices on mattress machinery.

Metal-working Machinery.—See "Tinware Machinery."

Mill Supplies.—Leonard Vyne, Rennert, N. C., wants pulleys, shafting and belting.

Mill Supplies.—Homer Smith, Homer Smith Machine Shop, New Albany, Miss., wants prices on mill supplies.

Oil Mill.—J. L. Lovvorn, Bowden, Ga., will probably want oil-mill equipment.

Oil-mill Machinery.—E. S. Bell, Fayette, Ala., wants oil-mill machinery.

Paving.—Bids will be received by Board of Supervisors, Bluefield, W. Va., until May 16 for following: Paving with brick on concrete foundation a portion of Bland street and South Bland street; paving with brick on concrete foundation portion of Bluefield avenue; paving with brick on concrete foundation portion of Princeton avenue; paving with brick on concrete foundation portion of Pulaski street, and paving with macadam portion of Princeton avenue; work to be done in accordance with detailed specifications on file in office of City Engineer; surface to be covered is approximately 38,000 square yards of brick paving and 6300 square yards of macadam paving. Bids for work shall include all cost for labor and material. Bids are asked on whole and on each particular piece; usual rights reserved. All bids should be mailed under seal to J. T. Akers, Auditor, Bluefield. E. Bond is president of Board of Supervisors.

Paving.—Sealed bids in duplicate will be received by R. S. Williams, City Treasurer, Montgomery, Ala., until May 6 for paving and otherwise improving South Hull street from south side of Washington avenue to south side of South street with vitrified brick, asphalt or bituminous pavement or gravel, according to plans and specifications in City Engineer's office. City reserves option of paying with cash or bonds with accrued interest. Certified check on bank in sum of \$250 to accompany each bid; usual rights reserved.

Pipe Cutter and Threader.—J. H. Macleary, Suffolk, Va., in market for power pipe-cutting and threading machine from one to six inches; must be of good make and standard machine.

Pipe, Fittings and Valves.—Separate sealed proposals will be received at office of Building for National Museum, Library of Congress, Washington, D. C., until May 8 for genuine soft wrought-iron pipe and bends, extra heavy cast-iron beaded fittings and gate valves for this building. Specifications and other information furnished on application to this office; Bernard R. Green, superintendent of construction.

Piping.—City of Cordele, Ga., wants prices on sewer and water piping; S. C. Stallings, engineer in charge; R. L. Wilson, manager.

Piping.—Sealed proposals will be received at office of Commissioners District of Columbia, Washington, D. C., until April 27 for furnishing 1000 tons cast-iron water pipe. Forms, specifications and necessary information may be obtained at Room 45 District Building, Washington, D. C.; Henry B. F. Macfarland, Henry L. West and John Biddle, Commissioners D. C.

Plaster Mixer.—See "Wood-fiber Plaster Plant."

Power Punching Press.—Hubbard & Sherman Company, 17-19 Commerce street, Norfolk, Va., wants new or second-hand power punching press for immediate shipment with capacity for punching three-eighths-inch holes through one-quarter-inch stock.

Pump.—City Council, Laurens, S. C., wants prices on pump; 500 gallons capacity per minute; W. H. Gilkerson, City Clerk.

Pump.—Andalusia Ice & Bottling Co., Andalusia, Ala., will buy a large pump.

Quarrying Equipment.—Grey Syone Marble Co., Knoxville, Tenn., J. A. Eckel, general manager, wants quarrying equipment.

Railway Rails.—The Bellamy Supply Co., Bellamy, Ala., in the market for 60 tons 30-pound rails, complete with splice bars, f. o. b. Tuscaloosa, Ala.

Railway Rails.—Tipp City Lumber Co., Altapass, N. C., Paul Cline, general manager, wants price on 30,000 lineal feet second-hand steel rail; about 16-pound.

Road Construction.—City of Wadesboro, N. C., is asking for bids on road three-quarters of mile in length; about 34,000 square yards to be removed; \$6000 to \$12,000 contract. Address D. A. McGregor or L. J. Huntley.

Road Machinery.—The Turnpike Commissioners of White County, Sparta, Tenn., want machinery outfit for construction of macadamized roads.

Roofing.—Shuford & LeMaster, Gaffney, S. C., want estimates on roofing materials for brick building.

Roofing.—O'Flaherty & Fulton, Mutual Assurance Society Building, Front Royal, Va., wants galvanized roofing.

Scroll Saws.—See "Woodworking Machinery."

Sewerage.—Bids for the construction of sewerage system at Sandersville, Ga., mentioned April 11 to be received until April 29, will be received until May 3; Arthur Pew, consulting engineer, 619-20 Temple Court, Atlanta, Ga.

Sewerage.—Sealed bids will be received by Mayor and Sanitary Committee of City Council, Bluefield, W. Va., until May 16 for construction of about 15 miles of sanitary-sewer extension in Waco, to be constructed according to plans and specifications now on file in office of City Engineer; usual rights reserved; James B. Baker, Mayor; R. B. Dickey, City Secretary.

Spraying Apparatus.—Oscar Hayes, 406 First National Bank Building, Birmingham, Ala., wants hand sprayers and automatic compressed-air pump sprayers for disinfectants.

Stack.—George Shafer, president Silica Manufacturing Co., Bluefield, Va., wants stack 35 feet high, 30 inches in diameter.

Steam Feed.—Town Creek Railroad & Lumber Co., Town Creek, N. C., is in the market for eight-inch steam feed for 24-foot carriage; if second-hand, must be in good condition.

Subway.—Sealed proposals in duplicate will be received at Department of the Interior, office of Elliott Woods, superintendent United States Capitol Buildings and Grounds, Washington, D. C., until May 8 for construction of two subways to connect Capitol Building with Senate and House Office Buildings. Work will include excavation, shoring and subway construction. Plans and specifications will be issued to responsible intending bidders on receipt of certified check for \$25. Proposals received will be for entire work and will be made upon bidding forms attached to specifications; usual rights reserved; James Rudolph Garfield, Secretary.

Tin.—Hamilton & Sons Manufacturing Co., Huntsville, Ala., wants tinplate in carload lots.

Tinware Machinery.—Hamilton & Sons Manufacturing Co., Huntsville, Ala., wants information and prices on machinery for manufacturing tinware; will require perforators, blanking dies, presses, punches, rolls, double seamers, shears, square shears, tinplate in carload lots, tinned wire, solder, soldering pots, etc.; full details invited.

Water-works.—L. E. Blanchard, Appling, Ga., wants prices on windmill water-works outfit.

Water Mains (Laying).—Bids will be opened May 7 for laying two and one-half miles of six-inch and eight-inch water mains for water-works at Columbus, Miss. E. S. Donnell is Mayor; Kirkpatrick & Johnson of Jackson, Miss., engineers in charge.

INDUSTRIAL NEWS OF INTEREST

Big Contract for Southern Company.

The Ahrens & Ott Manufacturing Co. of Louisville, Ky., has received contract at \$10,300 for supplying gate valve at water-works plant for city of Louisville, Ky.

Engine and Dynamos Offered.

Anyone who may be in need of a gasoline engine belted to a 150-light General Electric dynamo can learn details of a bargain in such equipment by addressing R. W. Herfurth & Co., 39 and 41 Cortlandt street, New York. The firm also sells machinery of other kinds.

Offers Foundry and Shop.

Any manufacturer who may need a foundry or a machine shop in the South is informed of two plants now offered for sale. The foundry has daily capacity of 50 tons, and the shop is fully equipped. Details are obtainable by addressing Messrs. Glover & Grady and D. W. Thomas, Chattanooga, Tenn.

Seeks Position in South.

A position that will permit of residence in the South is wanted by a man of experience in executive positions. This applicant states he has been concerned with colonization enterprises, with timber estimations, valuations, locations, etc., and speaks three languages. References can be furnished. Address No. 127, care Manufacturers' Record.

Engines and Electrical Machinery.

Anyone who may be in need of engines or electrical machinery is advised of the offer for sale of two horizontal 100-horse-power Watertown engines, 100-kilowatt Sprague generator and a Gould storage battery. It is desired to dispose of this equipment quickly.

Well Drilling.—Andalusia Ice & Bottling Co., Andalusia, Ala., wants information regarding the drilling of wells.

Windmills.—L. E. Blanchard, Appling, Ga., wants prices on windmill water-works outfit.

Wood-fiber Machine.—Nashville Wood Fiber Plaster Co., E. M. Forbes, Maxwell House, Nashville, Tenn., wants wood-fiber machine.

Wood-fiber Plaster Plant.—Nashville Wood Fiber Plaster Co., E. M. Forbes, Maxwell House, Nashville, Tenn., wants wood-fiber machine.

Woodworking Machinery.—Leonard Vyne, Rennert, N. C., wants two planers, molder, circular resaw, trimmer and ripper; Norfolk delivery.

Woodworking Machinery.—Lagrange Banking & Trust Co., Lagrange, Ga., wants addresses of manufacturers of woodworking machinery, scroll saws, etc.; foot and electric power.

MISCELLANEOUS WANTS NOT OTHERWISE CLASSIFIED.

Architects.—Hogan Jackson, Albertville, Ala., wants plans and specifications for modern six-room cottage.

Automobiles.—J. E. Minter, 136 Cole street, Macon, Ga., wants catalogues and prices of automobiles.

Barrels.—Z. J. Carter & Son, Wallace, N. C., want prices on flour barrels in lots of 1500 to 2000; both shooks and barrels already made.

Disinfectants and Apparatus.—Oscar Hayes, 406 First National Bank Building, Birmingham, Ala., wants hand sprayers, automatic compressed-air pump sprayers, drip cans for urinals and liquid-soap stands, stands.

Heating System.—Baltimore (Md.) Board of Awards, City Hall, will receive bids until April 24 for removing old heating system and installing complete a vacuum heating system at the Bayview Asylum. Plans and specifications can be obtained from E. D. Preston, Inspector of Buildings, City Hall.

Lag Screws.—Frank Wright, Cave Springs, Ga., wants lag screws for fastening legs in tables.

Lumber.—J. G. Powell, 402 Wells Fargo Building, New Orleans, La., wants gum and cottonwood lumber.

Novelties.—The Agency Company, 2119 Church street, Galveston, Texas, wants samples and wholesale prices on advertising novelties and souvenirs.

Tents.—E. C. Ireland, 403 Atlantic Trust Building, Norfolk, Va., wants to correspond with tent manufacturers.

For details address F. Wesel Manufacturing Co., 70 to 80 Cranberry street, Brooklyn, N. Y.

Handling Old Metals.

Buyers or sellers of old metal are advised to note that H. Kander is handling large quantities. He purchased more than 50 tons of scrap metal from the East during last week, besides large quantities from the South. Mr. H. Kander is a wholesale and retail dealer in scrap iron and metals in general, his offices being at Bowling Green, Ohio.

Koehring Concrete Mixer.

In the advertisement of the Koehring concrete mixer in the Manufacturers' Record of April 11 occurred an error to which attention is called. It stated the capacity of the machine as three and one-half to five cubic feet, whereas it should have read three and one-half to five cubic yards. The Koehring Machine Co. of Milwaukee, Wis., manufactures the mixer.

Mr. E. T. Murphy.

Mr. E. T. Murphy has resigned from the B. F. Sturtevant Company's New York branch to accept a position with the Buffalo (N. Y.) Forge Co., operating from the branch office in New York. Mr. Murphy received his initial training in the blower industry with the Buffalo Forge Co. at the works in Buffalo, and later at the branch in Philadelphia.

Boston Finishing Works' Sale.

In lots to suit purchasers, the Boston Finishing Works at Williamstown, Mass., will be offered for sale on April 25. This property comprises real estate, water-power privilege and entire machine equipment for bleaching, dyeing and finishing cotton piece goods.

Catalogue of details can be obtained by addressing J. E. Conant & Co., auctioneers, Lowell, Mass.

Clinton Wire Cloth Co.

For more than 50 years the Clinton (Mass.) Wire Cloth Co. has been manufacturing wire cloth, woven-wire fencing, electrically-welded wire fabrics for concrete construction, wire lath, hexagonal netting, perforated metals, etc. The company announces that on May 1 it will remove its New York office from 33 Park place to 261 Broadway, and its Chicago office from 237 Lake street to 30 and 32 River street.

Atlas Engine Works of Indianapolis.

In referring last week to the big contract which the Government has awarded for boilers (16 of 600 horse-power each), the Atlas Engine Works was inadvertently mentioned as of Minneapolis. The Atlas Engine Works is of Indianapolis, Ind., and those who are familiar with modern steam-plant equipment doubtless immediately recognized the error. The Atlas Company says this is the largest boiler contract ever awarded by the United States.

Hardware Specialty Plant.

A complete hardware specialty manufacturing enterprise located at Momence, Ill., 50 miles from Chicago, is offered for sale. The machinery and office equipment are said to be entirely modern and in the best condition, being ready for immediate use. This property constitutes the assets of the America Company, and will be offered as a whole or in part; bids to be opened May 25. For details address Walter C. Lindley, trustee, Danville, Ill.

Structural Iron and Steel—Prompt Shipments.

There is such an urgent demand for structural iron and steel nowadays that often building contractors find it difficult to secure the prompt shipments they need. Roofs, columns, girders, channels, beams, angles, etc., are being used extensively, and buyers who may require immediate shipments of product of this character are invited to write to Thatcher A. Parker of Terre Haute, Ind. Mr. Parker announces that, no matter what shape, size or quantity is wanted, he can ship immediately.

A Gilbreth Contract.

It is announced that Frank B. Gilbreth, 34 West 26th street, New York, has been awarded contract for construction of the new jute mill for the Columbian Rope Co., Auburn, N. Y. The new mill will be 600 feet long, 100 feet wide and four stories high; mill construction; cost about \$275,000. The engineer is Charles T. Main, 45 Milk street, Boston, Mass. The company constructed its main plant in 1904. Work will be commenced on the new plant immediately, and the building will be ready for occupancy about August 15.

Has a New England Contract.

A big contract for construction work in New England has been awarded to a Southern manufacturer. It calls for the erection of a gasholder, cylindrical in shape, 172 feet high, 100 feet in diameter, and with a capacity of about 2,000,000 cubic feet. The water tank in the lower part of the structure holds 4,000,000 gallons. The holder and its supports are of iron and steel construction and will be completed by June 1. This contract was given to Messrs. Bartlett, Hayward & Co. of Baltimore, Md., by the Springfield (Mass.) Gas Co.

Southern Coal Mining Investment.

Capitalists who are prepared to become interested in an attractive Southern coal-mining investment proposition are invited to address "Coal," care of the Manufacturers' Record. They will correspond with the owners of a tract of 6000 acres estimated to contain 20,000,000 tons of coal. Three independent companies are now operating, producing 250,000 tons of coal annually, and it is proposed to combine them and the various lands. Railroad facilities are at hand, and the projectors of the enterprise believe this is an unusually good opportunity for investment.

Bank Buys Burroughs' Machines.

The Philadelphia (Pa.) Savings Fund Society has purchased 15 Burroughs book-keeping machines for use in its accounting department. This sale was made on a single order and was taken by Frank Spiekerman, sales manager for Eastern Pennsylvania for the Burroughs Adding Machine Co. of Detroit, Mich. Recently the Burroughs Company sold 20 machines to the Wells-Fargo Bank of New York and 20 machines to the Union Bank of Brooklyn. These two orders

were taken by H. C. Peters, sales manager of the New York office of the Burroughs Adding Machine Co.

New Southern Iron Plant.

A new Southern iron plant is comprised in the Pocahontas Iron Works of Norfolk, Va., which has been under construction and is now complete. It began operations during the week in a 75x120-foot building equipped for handling all kinds of heavy castings to a weight of six tons. Its capacity is 18,000 pounds daily. The company will manufacture castings and structural work, castings for mills, boats, etc., in brass and iron, etc. Its officers are M. A. Roach, president and secretary; J. P. Jackson, vice-president; A. J. Truitt, treasurer, and L. E. Miller, superintendent.

New Brass Foundry.

Among the important new enterprises of the past week is the Paterson Brass Foundry, incorporated with a capital stock of \$25,000. The company will manufacture and finish brass castings for general use and mix metals for special requirements, including brass, bronze, babbitt, composition and aluminum castings. The officers of the company are P. O. Dixon, president; Samuel Hart, vice-president and general manager, and O. O. Dixon, secretary and treasurer. The plant and general office is at 42 Van Houten street, Paterson, N. J., and the New York office at 10 Wall street.

Facilities for Special Machinery.

Inventors and manufacturers who may want special machinery built at any time are advised that the Rowland Telegraphic Co., in addition to the manufacture of its own apparatus, which is of the highest type of special electrical and mechanical construction, will accept orders for prompt construction and delivery of automatic machines, adding machines, cigarette machines, signalling devices, typesetting machines, jigs and special tools, interchangeable parts, experimental apparatus and special machinery of any kind. The company is located at 107 East Lombard street, Baltimore, Md.

Fuel Economizer News.

The New York branch of the Green Fuel Economizer Co. has removed to the new West Street Building, No. 90 West street, in common with many other large and well-known engineering firms. The new offices

will be considerably larger than the old, in order to take care of the increasing business in economizers, fans, blowers and exhausters. Since entering the fan business this company has built many large fans for mechanical draft, including several with overhanging wheels. The Green Fuel Economizer Co.'s New York representative is William Downs, who has occupied the old offices at 74 Cortlandt street since 1889.

Rhoads' Removal to Larger Quarters.

Among the Philadelphia firms that keep growing is J. E. Rhoads & Sons, manufacturers of leather belting. The firm has just moved to 12 North 3d street, where it is occupying a building with twice the frontage and nearly twice the floor space of former structure, which they have fitted up in general style for store, offices and repair shop. At the beginning of 1906 Rhoads & Sons established a branch store in New York, where the sales of the Rhoads belt have made rapid gains. This and the modern new factory built in 1902 are evidences of the substantial growth that has rewarded years of persistent and well-directed effort.

Southern Foundry Co.

The Southern Foundry Co., Owensboro, Ky., has continued its successful record of last year by securing several good orders of late. One of these is for the structural wrought and cast-iron and steel work for the seven-story Allen-Paul Building at Houston, Texas; another is for the structural-iron and steel work of a three-story public school building at Jacksonville, Fla., and another for the stairwork and ornamental iron for the Baum Building at Danville, Ill., an office building of seven stories. The Southern Foundry Co. is making a specialty of store fronts, and presents some strong statements in a catalogue recently issued, which builders, contractors and store owners should have. Copies can be had for the asking.

To Sell Dixie Hay Press.

The John Deere Plow Co. of Baltimore, Md., will sell over the territory it controls the Dixie belt-power hay press, manufactured by Messrs. Wirtz & Hernien of Augusta, Ga. This firm has been manufacturing horse-power presses for five years, and in the fall of 1906 introduced the Dixie. This press is simple and powerful; a six-horse-power gasoline engine will pull it without

any trouble. It is a great fuel saver, and this should make it a great favorite with hay producers. It will run 10 hours with 45 to 50 pints of gasoline. The John Deere Plow Co. will sell the Dixie hay press in North Carolina, South Carolina, Maryland, Delaware, New Jersey, Virginia, West Virginia and Eastern Pennsylvania. Messrs. Wirtz & Hernien manufacture other agricultural necessities besides the Dixie press.

Regarding Modern Vises.

The large vise constructed by the Pittsburgh (Pa.) Automatic Vise & Tool Co., which has been on exhibition at the Pittsburgh automobile show, has proven to be one of the leading attractions there. This tool weighs about 725 pounds, and has a double-swivel movement of the jaws, besides being provided with a swivel rear jaw. The contrast between this and the small automobile vises which were present in abundance formed a true scientific spectacle not visible every day. The U. S. Government is specifying the "Pittsburg" vise as a standard, recent specifications being extracts of the new catalogue of the Pittsburgh Automatic Vise & Tool Co. This company has directed all of its energy to securing the maximum strength, universality, durability, adaptability and ease of manipulation.

The Banning Company.

Messrs. Bruce & Banning, the well-known advertising specialists of New York, announce the formation of the Banning Company to continue and extend their growing enterprise. The Banning Company is incorporated, and its directors are Messrs. Kendall Banning, E. C. De Villaverde, W. H. Denney and Walter Mueller. Mr. Villaverde was for 12 years business manager of the Scientific American and of American Homes and Gardens, and brings to the new company a varied experience in the conduct of publicity campaigns. Mr. Denney has been for five years and continues to be general manager of the Banning printing and cost department. Mr. Mueller, formerly editor of the Electrical Age and associate editor of Cassier's Magazine, will remain as head of the Banning editorial department. The Banning Company will remove its offices (on May 1) from No. 1 Madison avenue to the Brunswick Building, 225 Fifth avenue, New York.

TRADE LITERATURE.

Generating Sets with Horizontal Engines.

Bulletin 143 issued by the B. F. Sturtevant Company presents interesting details for those users of machinery who want to be informed regarding the latest developments in generating sets with horizontal engines. Class H C 1 is the type described in the pamphlet. Write the company's general office at Hyde Park, Mass., for copy of Bulletin 143.

Mine and Quarry.

Any man who has to do with the operation of mine or quarry, or expects to, should be a reader of the periodical known as Mine and Quarry. This is published for the purpose of giving up-to-date information regarding modern machinery and methods for mining and quarrying purposes. Its February issue is now current and contains interesting data. Ask the Sullivan Machinery Co., Railway Exchange Building, Chicago, to send you a copy.

For the Builder.

The builder, whether he be owner, architect or contractor, will find timely data in the Cortright Metal Shingle Advocate for April. Address the Cortright Metal Roofing Co., 50 North 3d street, Philadelphia, for a copy. The Advocate's leading article informs readers that the Cortright shingles are celebrating their 21st birthday, for which the manufacturers are to be congratulated. On one page is a picture of Midland College, Atchison, Kans., which was roofed with Cortright products in 1888, and is said to be in perfect condition today, without having received any repairs since it was put on.

Penberthy Injector and Fireman.

Interesting and timely data is contained in the March number of the Penberthy Engineer and Fireman. Among the articles may be mentioned those regarding the pounding of steam engines, the evolution of cheap iron and steel, vacuum steam heating versus gravity, hints on condensers, the term horse-power, etc. The publication is issued by the Penberthy Injector Co. of Detroit, Mich., manufacturer of the well-known Penberthy Injector, which the company says is used by 475,000 engineers. The company also makes ejectors, oil and grease cups, water gages, gage cocks and other steam appliances.

Koehring Concrete Mixer.

With the rapid growth in the use of concrete it is of importance that manufacturers of mixing machinery produce an equipment that will insure the user of concrete construction that the artificial stone made is absolutely dependable. Having this in mind, the inventor of the Koehring concrete mixer offers his type of apparatus. He claims that the new mixer is the only continuous mixer that will mix in correct and uniform proportions; that it is easier to keep clean and takes less of the energies of the operator in its operations. The mixer is fully described and illustrated in a pamphlet now being issued by the Koehring Machine Co. of Milwaukee, Wis. Requests for copy are invited.

Mogul Type Freight Locomotives.

A pamphlet recently issued by the American Locomotive Co., 111 Broadway, New York, is the seventh of the series which is being published by this company to include the various standard types of locomotives. As the title indicates, this pamphlet is devoted to the mogul type of locomotive, and illustrates and describes 25 different designs of this type built for various railroads. The designs illustrated range in weight from 49,000 to 187,000 pounds, with hauling capacities adapted to a variety of road and service conditions. The pamphlet as a whole constitutes a very complete record of the production of the company in this type of locomotive.

Some Concrete Machinery Literature.

"What Others Say of Us" is the title of a pamphlet containing numerous letters from all parts of the country in regard to the success which the writers of the letters have attained in operating Ideal concrete machinery. People who think of buying equipment of this class will find the correspondence of value to them in deciding what make of machine they will purchase. Another publication is the complete illustrated catalogue of the Ideal face-down horizontal-core machine, which is simple and durable in operation. The blocks produced by the machine are offered as combining strength, beauty, economy and sanitation, being fireproof, warm in winter and cool in summer. The Ideal Concrete Machinery Co. of South Bend, Ind., issues the two publications mentioned.

Steel Rolling Doors for Barns.

With a view to setting forth the peculiar merits of Kinnear steel rolling doors as a closure for the large openings occurring on car barns, a pamphlet is presented to those who may be interested in this subject, in the hope that it may more fully explain Kinnear constructions and that it may present a solution of the many difficulties experienced in securing a suitable door for this purpose. Stated concisely, the Kinnear door is constructed of a number of horizontal steel slats hinged together along their entire length, which roll up at the top of the opening upon a barrel, and whose weight is counterbalanced by means of helical springs. Full details and illustrations are presented in the pamphlet issued by the Kinnear Manufacturing Co., maker of the door, Columbus, Ohio.

Methods and Work of an Engineering Organization.

Pamphlet No. 16 issued by Messrs. Dodge & Day, engineers, Drexel Building, Philadelphia, Pa., is entitled "Methods and Work of an Engineering Organization." Its title aptly indicates its contents, and readers will find information of value to them when they contemplate erecting buildings for manufacturing purposes or intend building complete industrial plants of any class. Messrs. Dodge & Day have been especially successful in planning, building and equipping all kinds of plants, as well as in enlarging and improving established enterprises. Their services have been called upon by some of the most prominent manufacturers in the country. Copies of the pamphlet, which is handsomely printed and illustrated by photographic views, will be sent to applicants.

Cyclone Blast-Hole Drillers.

Contractors who are interested in the question of drilling blast holes will find valuable hints for their consideration in an illustrated pamphlet issued by the Cyclone Drill Co. of Orrville, Ohio. The publication discourses on the subject at some length, referring to previous methods and means of drilling blast holes and showing how improved apparatus has facilitated the work of the contractor and miner in this direction. Illustrations are presented of machines and their parts used in such drilling, and how the best results can be obtained is clearly indicated. The Cyclone Drill Co. manufactures blast-hole drills, blast-hole loaders and prospecting machinery for coal, water, oil, gas, mineral and placer mining.

Its product includes hollow-rod, core and cable tools, water tanks, gasoline and steam engines, boilers, drilling and fishing tools, etc.

Wood Rolling Roundhouse Door.

The value of the Kinnear steel rolling doors as closures for large openings is so well recognized that the manufacturer has been led to investigate the merits of a door constructed along the same lines, but having its curtain proper constructed of some material other than steel which would not be susceptible to the chemical action of sulphurous fumes. This investigation has been followed by the introduction of the Kinnear wood rolling doors, which are fully described, the text being accompanied by illustrations, in a pamphlet now being distributed. The pamphlet is entitled "Wood Rolling Roundhouse Doors," and is issued by the Kinnear Manufacturing Co. of Columbus, Ohio, manufacturer of the doors bearing its name. The wood doors are constructed with special reference to the requirements of roundhouses and other buildings where sulphurous fumes prove deleterious to steel work.

Jenkins Bros.' Valves and Packing.

In issuing their 1907 catalogue, Jenkins Bros., 71 John street, New York, call especial attention to the increased varieties of valves and packings as manufactured by them. This firm has devoted 30 years to perfecting its steam specialties, and their constantly increasing use and the resultant satisfaction from installation carry convincing assurances as to the merits of the products. Always aiming to keep fully in touch with the requirements of its customers, this firm has designed and is now manufacturing valves for extreme pressures bought about by the constant increase in steam pressures. The high standard of Jenkins' packing pump valves and other rubber specialties has always been maintained, and improvements to these are always made when experience shows that they are needed. The various products of the firm are fully illustrated and described at length, and a telegraphic code to facilitate ordering is contained in the catalogue.

Jacobson Gas and Gasoline Engines.

A timely pamphlet now being distributed presents information regarding gas and gasoline engines. Its object is in description and illustration to enlighten the engineer in general and to instruct in a way which will fit him for the operation of any gas or gasoline engine. At the same time particular reference is made to the points of merit of the Jacobson engines. Each part of the gas engine is taken up separately and its object, construction, care and repair are explained. This engineer's handbook is a practical treatise, and inquiries for copies are invited. It tells about the few fundamental principles upon which rests the key to the successful operation of all gas and gasoline engines, and it presents the data enabling a prospective purchaser of power machines of this character to understand the features of the Jacobson engines, for which superiority is claimed. The Jacobson Machine Manufacturing Co. of Warren, Pa., is the builder of the Jacobson gas and gasoline engines and publishes the pamphlet mentioned.

As to Right-Angle Transmission.

A treatise on right-angle transmission has been issued. It is an interesting booklet containing descriptions and illustrations of a method of right-angle transmission which will appeal to engineers and managers of plants wherein the transmission of power at a right angle may be required. The Almond coupling is offered for the right-angle transmission, its manufacturer stating that it "offers the most satisfactory means of transmitting motion at right angles known in modern practice and requires the least attention of any mechanical motion ever put into practical use. For 18 years the Almond method has been used. It is self-contained, therefore ready to be hung in position immediately it arrives at its destination. It can be used in any place where the transmission of power at right angles will facilitate production." Various other points of vantage are claimed for the Almond coupling, for detailed information of which inquiries are invited by the T. R. Almond Manufacturing Co., 83-85 Washington street, Brooklyn, N. Y. This company manufactures the device.

Building for Economy.

When it comes to building a house the use of poor materials is usually very poor economy—more properly false economy or waste. An important factor in the construction of a house is to provide comfort for both summer and winter. Sheathing material is used in this connection, as it will not only aid in

keeping out the cold of winter, but also the heat of summer. Sheathing is, then, a subject that the prospective builder, the contractor and the architect must give attention to. An interesting publication relative to modern sheathing is being issued under the title "Building for Economy." It presents numerous valuable facts, besides telling in detail just why the sheathing known as Linofelt has proven so successful and is in such large demand. Linofelt is a blanket. It is made of degummed flax fiber, felted and stitched between two sheets of rosin-sized building paper or waterproof insulating paper. The Union Fiber Co. of Winona, Minn., is the manufacturer of Linofelt, and is desirous of presenting the merits of its product to those who may not have heretofore been informed of them. Write for "Building for Economy."

The Typical Factory-Trussed Concrete.

There is no phase of the building activity now prevailing that is receiving more attention than the use of concrete in the construction of various kinds of structures. Coincident with the development of reinforced concrete, and emphasizing the vitality and strength of the development, there have appeared manufacturing plants and other structures built along strictly modern lines and possessing features hitherto deemed impracticable in factory or general building construction. In this development the Kahn system of reinforced concrete has been prominent, and the Kahn trussed bar has therefore become well known to architects, contractors and engineers engaged in such work. An industry demanding constantly improvements and enlargements is that wherein the manufacture of automobiles is concerned, and the George N. Pierce Company of Buffalo, N. Y., is a leader in this industry. This company recently completed a new manufacturing plant in the construction of which the Kahn system was used, the buildings, covering an area of 280,000 square feet, being completed in six months, said to be half the time that would have been required by contractors using ordinary methods. The architects in charge were Messrs. Lockwood, Greene & Co. of Boston, associated with whom was Albert Kahn of Detroit. Plans and specifications for the reinforced concrete were made by the engineering department of the Trussed Concrete Steel Co. of Detroit. An unusually fine specimen of pamphlet publications now being distributed describes in detail the work on the Pierce plant, and the text is accompanied by numerous photographic views of exceeding interest. It is called "The Typical Factory-Trussed Concrete," and exemplifies the possibilities of reinforced concrete according to the Kahn system. No man interested in what concrete construction is accomplishing in the world can afford to be ignorant of the data presented in the publication. The George N. Pierce Company refers to its new plant as "factory which we believe is the most complete and satisfactory of its kind in the world." The Trussed Concrete Steel Co. of Detroit, Mich., publishes the pamphlet.

Alberger Cooling Towers.

Cooling towers were commercially introduced into this country 15 years ago. Since then they have been installed in a variety of situations and have become recognized as important and valuable adjuncts to power stations and refrigerating plants where the water supply is limited. Numerous steam plants have been located where there is no natural water supply for condensing purposes and have been equipped with condensing engines and cooling towers. This selection of site has been influenced by better cooling facilities, more favorable distribution of electric current, lesser cost of land away from water-fronts and knowledge that results practically equal to those obtainable with a natural water supply can be had with properly applied cooling towers. It may at first seem unreasonable to imply that the same results can be obtained, but it must be borne in mind that cooling towers possess operative advantages of considerable importance. When they are used the water supply to the condensers is not liable to be cut off by ice or other foreign material, nor the suction lost on account of low water, as is not infrequently the case where rivers subject to considerable rise and fall are the source of the condensing water. The presence of a supply of water in the cooling tower at practically the ground level allows the condensing apparatus to carry large overloads without loss of the suction. The fixed suction lift thus obtained assures the delivery of a constant quantity of water to the condenser without the use of complicated speed-governing devices, which are necessary when a varying suction lift exists, as is the

case where the condensing water is taken from a source subject to rise and fall due to tide or climatic conditions. Freedom from foreign material permits of the use of a more complete spraying device in the condenser, and a higher efficiency follows; furthermore, the durability of the condenser is enhanced, as the water usually contains the oil from the cylinder lubrication of the main engines and is free from any material that can wear the moving parts. The use of cooling towers also relieves the condenser and pumps from corrosive action caused by the presence of salt and some chemicals often found in natural water supplies. It is these and other seemingly small points that, when grouped together, have proved very valuable to the everyday running of a steam plant. There is nothing so objectionable as the loss of vacuum through the stoppage of the water supply. Even if the station can carry the load with the engines running non-condensing, they will be at a great disadvantage and will usually show harshness of action, which may result in a serious disarrangement. A single occurrence of this kind more than offsets any slight difference of steam economy by the use of cooling towers instead of a natural water supply." The foregoing is an excerpt from the new Alberger catalogue, which tells all about the Alberger cooling tower. The Alberger Condenser Co., 96 Liberty street, New York, builds the Alberger tower.

Concrete for Levees.

Mr. John L. Mathews tells in the Boston Transcript of the splendid work that has been done and is being done in the construction and maintenance of the levee system protecting the farm lands adjoining the Mississippi river. He shows how opposition on the part of pessimistic people has been swept aside by the work of the engineers having this vast undertaking in charge, and how every assertion made by these engineers as to the ability of the levees to stand up under the flood pressure has been verified in triumphant success. He describes the methods by which the levees are constructed and maintained and how the damages and breaks caused by floods are repaired. He tells of the materials used for repairing these breaks, and in suggesting the possible use of concrete for this purpose he says:

"This is the age of concrete, and it does not seem improbable that soon some sort of coring machine will be sent thither and a deep trench cut from the top of the levee down longitudinally, through the center to the bottom of the muck ditch, and this trench, six or eight inches wide, filled from bottom to top with concrete. The materials are all easily at hand, and the trenching will be easy. Such a wall might stand with the settling of the levee, but even cracked in places it would absolutely prevent the passing through of small boring animals, to which much levee trouble is laid, and while it might admit water through its cracks, no such stream could create a crevasse, because it could not erode the edges of the concrete sufficiently fast to accomplish that. On the other hand, if the mass of the water were held out by an even partially complete concrete wall, no such saturation of the landward side of the levee as now is the inevitable feature could occur. This half, dry at all times and stable, would present a wall which could not be pushed aside or sloughed off. If the levee were overtopped that would no longer be fatal, for there would flow over a stream only as deep as the height of water over the concrete, and except under most extreme conditions, this would not be fatal."

"Some such system has now to follow. The engineers are not opposed to it. They will, on the other hand, welcome it. It means a final conclusion of their labors. It is too expensive, perhaps, while the banks are still unrevetted, but the two improvements may advance together. But the lack of a concrete core is not a fault of the engineers, who, with the funds at hand, have accomplished in recent years the greatest task of this sort in the world,

and have so protected the farmer that even with an occasional crevasse and overflow of some hundreds of miles the levees are paid for several times over every year by the crops that are grown behind them."

Texas Rubber Manufacture.

In connection with the incorporation of the Texas Rubber Co. of San Antonio, Texas, during the week, the following report is current:

"This company is to manufacture crude rubber from the guayule plant and other shrubs. It will erect a plant at Marathon, near Alpine, in Pecos county, at once. The machinery has been ordered and is now en route. More than 100 men will be employed. At present only crude rubber will be manufactured, but later machinery will be added to make the finished product."

"The company has leased large tracts of lands in Pecos, Brewster and other counties in that section of the State, and has contracted for the guayule on a vast acreage in addition, and believes that it has raw material to supply it for severa' years.

"This marks the beginning of a new industry in West Texas, which is expected to assume enormous proportions within a short time. The bleak plains of West Texas are covered with the guayule shrub which produces rubber. The land is fit for no other purpose, but if it can be made to produce guayule constantly it will increase greatly in value."

"It is not the purpose of the company to denude the lands on which it has leases of the guayule shrubs, but to cut them in such manner that a new plant will spring from the roots, and thus the supply will be constant."

"Experiments are also being made in the culture of the shrub, and it is believed that raising it as any other crop is cultivated will yield handsome returns. If this proves to be the case, guayule culture will eventually be the greatest industry along the line of the Sunset west of San Antonio."

Company's capital stock is \$100,000; incorporators, Messrs. Otto Koehler, John J. Stevens and S. G. Newton.

Bank Reports.

The Cleveland Bank & Trust Co. of Cleveland, Tenn., reports at close of business March 22, 1907, loans and discounts, \$149,723; cash, \$7732; capital stock, \$40,000; surplus and profits, net, \$15,647; deposits, \$101,809; total resources, \$157,456. J. E. Johnston is president, W. P. Lang cashier and Frank J. Harle assistant cashier.

The Cleveland National Bank of Cleveland, Tenn., reports March 22, 1907, loans and discounts, \$533,805; cash and sight exchange, \$157,591; capital stock, \$150,000; surplus and profits, net, \$146,086; circulation, \$150,000; deposits, \$457,218; total resources, \$903,307. J. E. Johnson is president, W. P. Lang cashier and Frank J. Harle assistant cashier.

The Bank of Georgetown at Georgetown, S. C., reports at close of business March 30, 1907, loans and discounts, \$590,085; stocks, \$1800; cash on hand and in banks, \$64,396; capital stock, \$100,000; surplus, \$60,000; undivided profits, \$5360; due depositors, \$436,980; total resources, \$890,282. W. D. Morgan is president, H. Kaminski vice-president and J. I. Hazard cashier.

The annual meeting of the National Association of Manufacturers of the United States will be held at New York city on May 20-22. The meeting of May 20 will be preliminary for registration and other purposes not in the nature of corporate business, which will be transacted at the meetings of the 21st and 22d, as provided by the articles of incorporation.

FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,

Baltimore, Md., April 17.

The Baltimore stock market has been dull during the past week. United Railways common sold from 13½ to 12½, reacting to 13; the trust certificates from 13½ to 13%; the income bonds from 55½ to 54%; the funding 5s from 84½ to 84%; the funding scrip at 84; United 4s from 88 to 87; Consolidated Gas, Electric Light & Power preferred, 80% to 82; Gas 6s, 104 to 104½; do. 4½s, 94½. Seaboard 4s were traded in at 74% to 74; do. 10-year 5s from 90½ to 90%; Consolidated Cotton Duck, 12; do. preferred, 31 to 30½; Cotton Duck 5s, 80 to 80%; G.-B.-S. Brewing common, 5%; do. incomes, 21 to 23½; do. 1sts, 53 to 54.

Bank stock sold as follows: Commercial and Farmers, white certificates, 120; Mechanics', 26 to 27; Bank of Baltimore, 115½; Citizens', 30½.

Fidelity & Deposit sold from 133 to 132½; United States Fidelity, 112½ to 112; Mercantile Trust, 126.

Other securities were traded in as follows: Northern Central Railway stock, 90 to 89; George's Creek Coal & Iron, 80; Houston Oil common, 8% to 8½; do. preferred, 49½; Atlantic Coast Line 4s, 95½; Charleston & West Carolina 5s, 108 to 108½; City & Suburban (Washington) 5s, 101½; Lake Roland Elevated 5s, 111; Norfolk Railway & Light 5s, 96%; Virginia Midland 5th, 107; North Carolina 4s, 100 to 101½; Merchants & Miners' Transportation Co., 265 to 270; Charleston Consolidated Electric 5s, 92½ to 93; Detroit United 4½s, 85; Florida Southern 4s, 91½; West Virginia Central 6s, 105; Baltimore City 3½s, 1928, 102; do. do. 1940, 102½; do. do. 1980, 96; Georgia & Alabama 5s, 106; Atlantic Coast Line (South Carolina) 4s, 98%; Baltimore Traction 5s, 111; Coal & Iron 5s, 102½; Anacostia & Potomac 5s, 101½; Western Maryland 4s, 75; Virginia Centuries, 92; German Fire Insurance, 16%; Florida Southern 4s, 91½.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended April 17, 1907.

Railroad Stocks. Par. Bld. Asked.

Atlantic Coast	100	100	103½
Atlantic Coast of Connecticut	100	247½	280
Georgia Southern & Florida	100	30	40
Georgia Sou. & Fla. 1st Pfd.	100	90	95
Georgia Sou. & Fla. 2d Pfd.	100	72½	78
Norfolk Railway & Light	25	17	19
Seaboard Company Common	100	14	19
United Railways & Elec. Co.	50	13	13½

Bank Stocks.

Citizens' National Bank	10	30	31
Commer. & Far. White Cts.	100	120	...
Drovers & Mech. Natl. Bank	100	235	...
Farmers & Mer. Natl. Bank	40	49	50
First National Bank	100	130	140
National Bank of Baltimore	100	115	...
National Exchange Bank	100	180	...
National Howard Bank	10	124½	...
National Marine Bank	30	37½	38
National Mechanics' Bank	10	26½	...
National Union Bank of Md.	100	115	...
Western National Bank	20	35	...

Trust, Fidelity and Casualty Stocks.

American Bonding & Trust	25	40	...
Fidelity & Deposit	50	133	...
Maryland Casualty	25	61	62
Mercantile Trust & Deposit	50	125	130
Union Trust	50	60	70
U. S. Fidelity & Guaranty	100	111½	113

Miscellaneous Stocks.

Ala. Con. Coal & Iron Pfd.	100	88½	...
Consol. Cotton Duck Common	50	114½	12%
Consol. Cotton Duck Pfd.	50	30½	31
Con. Gas, Elec. Lt. & P. Pfd.	82½	82½	...
Consolidation Coal	100	88	...
G.-B.-S. Brewing Co.	100	54	7½
George's Creek Coal	100	78	80
Mer. & Miners' Trans. Co.	100	250	269

Railroad Bonds.

Albany & Northern 5s, 1946	95	97½	...
Atlanta & Charlotte Ext. 4½s	100
Atlantic Coast Line 1st 4s, 1952	94%	95%	...

Atlantic Coast Line 4s Cts.	1952	85
Atlan. Coast Line (S. C.) 4s, 1945	98	98½
Carolina Central 4s, 1949	92	...
Charleston & West. Car. 5s, 1946	108%	109
Char., Col. & Aug. 2d 7s, 1910	105	106
Coal & Iron Railway 5s, 1920	102	102½
Columbia & Greenville 1st 5s, 1916	111	113½
Georgia & Alabama 5s, 1945	105½	106
Georgia, Car. & North. 1st 5s, 1929	107%	108
Georgia Pacific 1st 5s, 1922	117	119
Georgia Sou. & Fla. 1st 5s, 1945	108	108½
Maryland & Penn. 4s, 1951	92	...
Norfolk & Carolina 5s, 1939	112	...
Petersburg, Class B 6s, 1926	120	...
Piedmont & Cum. 1st 5s, 1911	99	...
Raleigh & Augusta 1st 5s, 1926	116	120
Richmond & Danville Debent. 5s	112	...
Savannah, Fla. & West. 6s	128	...
Seaboard Air Line 4s, 1950	73½	74
Seaboard Air Line 5s, 10-year, 1911	98½	99
Seaboard & Roanoke 5s, 1926	108	110
South Bound 5s, 1941	107	108½
Suffolk & Carolina 5s, 1952	96	99½
Virginia Midland 2d 6s, 1911	103	...
Western Md. new 5s, 1952	75	75½
Western North. Car. Con. 6s, 1914	110	112
West. Virginia Cen. 1st 5s, 1911	106	...
Wilmington & Wel. Gold 5s, 1935	112	...

Street Railway Bonds.

Anacostia & Potomac 5s, 1949	101	102½
Atlanta Con. Street Rwy. 5s	102	...
Baltimore Traction 1st 5s, 1929	111	...
Central Ry. Con. 5s (Balto.)	132	111½
Charleston City Rwy. 5s, 1923	102½	106
Charleston Con. Electric 5s, 1939	93	94
City & Suburban 5s (Balto.)	1922	107½
City & Suburban 5s (Wash.)	1945	101½
Knoxville Traction 1st 5s, 1928	103	106
Lake Roland Elevated 5s, 1942	113	...
Lexington Railway 1st 5s, 1949	96	100
Macon Ry. & Lt. 1st Con. 5s, 1963	92	96
Maryland Electric Railways 5s	92	...
Norfolk Railway & Light 5s	96½	...
Norfolk Street Railway 5s, 1944	104	...
United Railways 1st 4s, 1949	86%	87
United Railways Inc. 4s, 1949	54½	54½
United Railways Funding 5s	84½	85

Miscellaneous Bonds.

Consolidated Gas 6s, 1910	104½	104½
Consolidated Gas 4½s	109½	...
Con. Gas, Elec. Lt. & Power 4½s	80	82½
G.-B.-S. Brewing 1st 5s	54	54½
G.-B.-S. Brewing 2d 1000s	22½	22½
Maryland Telephone 5s	81	80
Mt. Vernon-Woodby Cot. Duck 5s	80%	80%
United Elec. Light & Power 4½s	92½	96½

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending April 15.

	Bld.	Asked.
Abbeville Cotton Mills (S. C.)	90	93
Aetna Cotton Mills (S. C.) Pfd.	70	...
Aiken Mfg. Co. (S. C.)	82	89
American Spinning Co. (S. C.)	122	125
Anderson Cotton Mills (S. C.)	100	...
Arcadia Mills (S. C.)	93	96
Arkwright Cotton Mills (S. C.)	112	...
Augusta Factory (Ga.)	80	85
Avondale Mills (Ala.)	110	...
Beiton Mills (S. C.)	105	...
Bibb Mfg. Co. (Ga.)	115	...
Brandon Mills (S. C.)	128	...
Brogan Mills (S. C.)	52	62
Barbours Cotton Mills (N. C.)	120	...
Chadwick Mfg. Co. (N. C.) Pfd.	100	...
Chiquola Mfg. Co. (S. C.)	101	103
Clifton Mfg. Co. (S. C.)	115	120
Clifton Mfg. Co. (S. C.) Pfd.	100	...
Clinton Cotton Mills (S. C.)	165	...
Clinton Mfg. Co. (Ga.)	94	97
Courtenay Mfg. Co. (S. C.)	100	...
Dallas Mfg. Co. (S. C.)	92	96
Darlington Mfg. Co. (S. C.)	80	85
D. E. Converse Co. (S. C.)	112	...
Eagle & Phenix Mills (Ga.)	128	135
Easley Cotton Mills (S. C.)	130	136
Enoee Mfg. Co. (S. C.)	75	82
Enoee Mfg. Co. (S. C.) Pfd.	100	102
Enterprise Mfg. Co. (Ga.)	82	90
Exposition Cotton Mills (Ga.)	174	200
Gaffney Mfg. Co. (S. C.)	90	94
Gainesville Cotton Mills (Ga.)	45	52
Glenwood Cotton Mills (S. C.)	102	104
Gluck Mills (S. C.)	94	98
Granby Cot. Mills (S. C.) 1st Pfd.	50	...
Graniteville Mfg. Co. (S. C.)	160	165
Greenwood Cotton Mills (S. C.)	94	98
Grendel Mills (S. C.)	115	...
Hartsville Cotton Mill (S. C.)	100	103
Henrietta Mills (N. C.)	175	...
Inman Mills (S. C.)	98	110
King Mfg. Co. (J. P. (Ga.)	97	103
Lancaster Cotton Mills (S. C.)	102	110
Lancaster Cot. Mills (S. C.) Pfd.	92	99
Langley Mfg. Co. (S. C.)	92	96
Laurene Mills (S. C.)	152	162
Limestone Mills (S. C.)	120	...
Lockhart Mills (S. C.)	98	100
Lockhart Mills (S. C.) Pfd.	101	...
Loray Cotton Mills (N. C.)	99	105
Louise Mills (N. C.)	90	95
Louise Mills (N. C.) Pfd.	99	102
Marlboro Cotton Mills (S. C.)	90	...
Mayo Mills (N. C.)	150	200
Mills Mfg. Co. (S. C.)	102	...
Mollohan Mfg. Co. (S. C.)	102	...
Monaghan Mills (S. C.)	107	...
Monarch Cotton Mills (S. C.)	109	...
Newberry Cotton Mills (S. C.)	127	...
Ninety-Six Cotton Mills (S. C.)	103	...
Norris Cotton Mills (S. C.)	106	...
Odell Mfg. Co. (N. C.)	90	...
Orangefield Mfg. Co. (S. C.) Pfd.	80	...
Orr Cotton Mills (S. C.)	100	103
Pacolet Mfg. Co. (S. C.)	170	180
Pacolet Mfg. Co. (S. C.) Pfd.	101	104
Pelzer Mfg. Co. (S. C.)	167	175
Piedmont Mfg. Co. (S. C.)	167	...
Poe Mfg. Co. F. W. (S. C.)	125	130
Italgior Cotton Mills (N. C.)	100	...
Richland Cotton Mills (S. C.) Pfd.	60	...
Roanoke Mills (N. C.)	118	...
Saxon Mills (S. C.)	125	...
Sibley Mfg. Co. (Ga.)	58	63
Southern Cotton Mills (N. C.)	63	...
Spartan Mills (S. C.)	149	152
Springstein Mills (S. C.)	100	...
Tiron Mfg. Co. (Ga.)	132	140
Tucapan Mills (S. C.)	190	...
Union-Buffalo 1st Pfd.	72	75
Union-Buffalo 2d Pfd.	25	30
Victor Mfg. Co. (S. C.)	115	...
Warren Mfg. Co. (S. C.)	97	100
Warren Mfg. Co. (S. C.) Pfd.	106	107
Washington Mills (Va.)	25	...
Washington Mills (Va.) Pfd.	100	105
Whitney Mfg. Co. (S. C.)	150	...
Wiscasset Mills (N. C.)	119	...
Woodruff Cotton Mills (S. C.)	126	130

General Gill on the South.

Gen. John Gill, president of the Mercantile Trust & Deposit Co. of Baltimore, in a recent circular-letter said:

"The prosperity of this company in its continued growth is due largely to our Southern connections, having been closely affiliated with the development of Southern enterprises for the past 20 years."

Alluding to the letter in question Gen. Gill, in conversation with a representative of the MANUFACTURERS' RECORD, said:

"We sent out 5000 copies of that letter to bankers and others throughout the South, asking our friends to write us with a view to opening an account with the Mercantile Trust Co. This company does

probably the largest banking business in Baltimore, and we think it is financially the strongest trust company in the South. We offer them the same accommodations as any bank in New York city. The company

started in 1884 with \$500,000 capital. Later this was increased to \$1,000,000, and then to \$2,000,000, which is the present figure. In addition to its capital, the company has a surplus of nearly \$4,000,000, the figures being \$3,950,000. Our deposits fluctuate between \$8,000,000 and \$10,000,000.

"The Mercantile is firmly identified with the South through various railroads and industrial enterprises, among them being the Atlanta Consolidated Street Railway,

the Augusta Railway & Electric Co., the South Bound Railroad, the Proximity

Manufacturing Co. of Greensboro, N. C.;

the Clayton (S. C.) Cotton Mills (the company also largely represents trusteeships in various cotton industries), the Charleston City Railway, the Georgia, Carolina & Northern Railroad (part of the Seaboard Air Line), the Seaboard & Roanoke, the Raleigh & Gaston, the Baltimore & Cumberland Valley, the Baltimore & Harrisburg (western extension Western Maryland Railroad), Chattanooga Belt Line, Maryland & Pennsylvania, Maryland & Pennsylvania Terminal Co., Coal & Iron

